

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

1885-86

BY

COLONEL F. S. STANTON, R.E.

DIRECTOR GENERAL OF RAILWAYS

PART I.



SIMLA

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A comparison of the earnings for the corresponding opening periods of 1884 and 1885, with the approximate returns for 1886 printed, as last year, as an appendix to this letter, shows that the satisfactory results then noticed are, on the whole, being maintained, although the heavy traffic on the Frontier Lines has subsided, and the export trade in wheat and seeds, as compared with 1884, has been dull :

					Receipts, 1st January to 4th April
1884	...	...	...	...	... 4,57,56,100
1885	...	...	...	...	... 4,92,23,754
1886	...	...	...	...	... 4,97,80,253

Between the 31st March 1886 and the present date 149 miles have been added to the open mileage, consisting of the following lines :—

- (1) Indian Midland Railway, from Cawnpore to Chaura, 42 miles, opened on the 1st April.
- (2) His Highness the Nizam's Guaranteed Railway, from Secunderabad to Warangal, 87 miles, opened on the 5th April.
- (3) Assam-Bihar State Railway (Tirhoot Section), from Jhanjarpur to Nirmali, 20 miles, opened for goods traffic on the 8th April; and from Jhanjarpur to Gongereria, 14 miles, for passenger traffic on the 6th May.

A graphic Diagram showing the increases in the open mileage, gross receipts, gross expenses, and net receipts, from the commencement of Indian Railway construction to the end of 1885, is published with this Report.

I have the honor to be,

SIR,

Your most obedient Servant,

F. S. STANTON, Colonel, R.E.,

Director General.

*Statement showing the Total Receipts from 1st January to 3rd April 1886,
as compared with two corresponding periods of 1884 and 1885.*

Railways.	1st January to 5th April 1884.	1st January to 4th April 1885.	1st January to 3rd April 1886.
STATE IMPERIAL.			
	Rs.	Rs.	Rs.
EAST INDIAN	1,35,57,263	1,35,69,270	1,28,46,387
RAJPUTANA-MALWA (a)	12,45,044	14,25,024	14,29,392
SINDIA	1,09,170	1,33,207	1,10,070
BENGAL CENTRAL	68,011	1,50,380	1,39,247
SOUTHERN MAHRATTA	(b) 2,897	1,32,910	3,11,832
NORTH WESTERN	52,55,186	68,19,091	67,80,211
EASTERN BENGAL	12,00,277	15,98,997	12,18,126
WARDHA COAL (c)	2,44,814	2,47,335	2,36,536
CAWNPORE-KÁLPI ... ..	...	...	(d) 670
TOTAL ...	2,46,82,967	2,60,76,244	2,60,72,471
STATE PROVINCIAL.			
PATNA-GYA	1,81,361	1,54,846	1,10,071
DILDÁRNAGAR-GHÁZIPUR	12,258	12,905	12,738
BAREILLY-PILIBHET ... ..	...	22,361	24,805
NALHÁTI	20,926	20,642	22,161
TIRHOOT	2,78,645	3,59,630	3,54,219
NORTHERN BENGAL	5,05,757	5,13,109	6,75,663
KAUNIA-DHARLA	53,174	46,603	32,834
DACCA ... ..	...	27,189	51,118
CAWNPORE-ACHNERA	1,61,458	2,77,472	2,95,928
AMRITSAR-PATHÁNKOṬ	39,255	71,115	79,317
NÁGPUR-CHHATTÍSĠARH	1,69,067	5,15,379	5,53,114
BURMA	7,03,198	7,37,272	9,41,410
JORHÁT ... ..	...	4,142	7,434
TOTAL ...	23,75,329	27,63,265	31,91,142
GUARANTEED COMPANIES.			
MADRAS	19,52,275	20,15,076	19,44,611
SOUTH INDIAN	10,59,300	11,78,939	11,48,463
GREAT INDIAN PENINSULA (e)	99,05,022	1,11,85,038	1,09,06,620
BOMBAY, BARODA AND CENTRAL INDIA	35,14,278	33,12,655	34,94,032
ODDH AND ROHILKHAND	16,01,377	14,62,633	16,76,555
TOTAL ...	1,80,53,252	1,92,14,341	1,91,70,311
ASSISTED COMPANIES.			
BENGAL AND NORTH WESTERN	(f) 3,10	2,85,725	4,32,080
TÁRAKESHWAR ... ..	...	81,565	77,261
ROHILKHAND-KUMAUN ... ..	...	51,616	62,833
ASSAM	23,600	61,302	87,430
TOTAL ...	27,210	4,83,211	6,59,604
NATIVE STATES.			
HIS HIGHNESS THE NIZAM'S	2,69,949	2,57,916	2,70,294
BHÁVNAGAR-GONDAL	2,71,078	2,75,882	2,39,111
MYSORE	80,497	98,780	1,02,240
JODHPORE	15,715	37,225	55,227
RÁJPURA-PATÍALA ... ..	...	13,560	19,853
TOTAL ...	6,37,242	6,86,692	6,86,725
GRAND TOTAL ...	4,57,56,100	4,92,23,754	4,97,80,253

(a) Including Rewari-Ferozepore State Railway.

(b) From 21st March 1884.

(c) Includes Colliery.

(d) From 1st April 1886.

(e) Includes Dholi, Munnád, Khámgaon, Amraóti, and Bhopal-Indore Railways.

(f) From 2nd April 1884.

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RAILWAYS IN INDIA.

ADMINISTRATION REPORT.

PART I.

1885-86.

CHAPTER I

LINES OPEN AND UNDER CONSTRUCTION.

DURING 1885-86, $376\frac{3}{4}$ miles of railway were completed and opened for traffic, making on the 31st March 1886 a total of 12,376 miles open for public traffic in India. On the same date the total sanctioned mileage open and under construction was 16,143 $\frac{1}{2}$ miles, or an increase over that on the same date in 1885 of 575 $\frac{1}{2}$ miles. The more important additions to open mileage have been 101 $\frac{1}{2}$ miles of the Southern Mahratta from Háspet to Dhárwár, 75 $\frac{1}{4}$ miles of the Dacca State Railway from Dacca to Mymensing, 73 miles of the Burma State Railway from Nyaunglebin to Toungoo, and 72 miles of the Oudh and Rohilkhand between Nagána and Saháranpur completing the through line between Benares and that station.

2 Sanction has been given during the year for the construction of additional mileage to the extent of 606 $\frac{1}{4}$ miles, the more important of the sanctions being 382 $\frac{3}{4}$ miles of the Indian Midland Railway Company's system; the Bolan temporary railway from Pir Chowki to the top of the pass, 58 miles; the extension of the Sind-Pishin to the foot of the Amran range and to the Bolan Kotul, about 50 miles; the branch of the Bengal and North Western to Uska Bazar, 39 $\frac{1}{4}$ miles; and the Pachpadra branch of the Jodhpore State Railway, 59 $\frac{3}{4}$ miles.

3. The tables on the following pages give a complete list of the additions to open mileage in 1885-86, and show in detail the lengths of line sanctioned and open for traffic at the end of March 1886.

Additions to open mileage from 1st April 1885 to 31st March 1886.

Railway and Section.	Length in miles.	Date of opening.	Remarks.
STATE IMPERIAL.			
EAST INDIAN—			
Bankipore to Digha Clāt ...	5.50	2nd May 1885.	
SOUTHERN MAHRATTA—			
Ilāspet to Dhārwar ...	101.25	1st July 1885.	
FEROZEPUR TRAMWAY—			
Ganda Singh Bandar to Ferozepore.	7.50	21st April 1885...	Temporary 2' gauge line.
Total State Imperial ...	111.25		
STATE PROVINCIAL.			
Dacca—			
Dacca to Mymensingh ...	75.25	1st August 1885	For goods traffic
CAMPBELL AND NEPA—		15th Feb. 1886	„ passenger traffic.
... ..	4.75	1st Nov. 1885	
... ..			
Nagpur, India to ...	75.00	1st July 1885	
Total State Provincial ...	153.00		
GUJARATI RAIL CO. COMPANIES.			
... ..			
... ..	13.63	1st April 1885.	
... ..	53.35	1st January 1886.	
... .. (Traction) to left bank of the Canges near ...	13.50	... ..
Total Guaranteed ...	85.61		
NATIVE STATES.			
WADHWAN-MORVI—			
Wadhwān to Dholā ...	24.00	11th March 1886.	
Total Native States ...	24.00		
GRAND TOTAL ...	376.86		

Statement showing lengths of Lines sanctioned and open for traffic on the 31st March 1886.

Railways.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1884-85.	Sanctioned during the year 1885-86.	Length of line sanctioned at the end of 1885-86.	Length opened during 1885-86.	Total length open on 31st March 1886.	Length in use with double line.	Length remaining to be finished.
STATE IMPERIAL.									
EAST INDIAN ...	15th August 1851	5' 6"	1,513	...	(a) 1,510½	5½	1,514	469½	4
RAJPUTANA-MALWA ...	1st July 1873	3' 3½"	1,413	...	1,413	...	1,413½	1½	...
PATNI ...	12th May 1873	5' 6"	22½	...	22½	...	22½	...	...
SINDIA ...	16th January 1870	5' 6"	74½	...	74½	...	74½	...	...
DHOND-MATWAD ...	15th March 1878	5' 6"	145	...	145½	...	145½	...	...
SOUTHERN MAHARATTA ...	21st March 1881	3' 3½"	718½	...	710½	101½	315½	...	403½
INDIAN MIDLAND (including JHANSI, VIKAR and CANNOR-KALPI) ...	...	5' 6"	226	302½	(a) 610	...	...	...	610
Total in the hands of Companies	..	...	4,119	302½	4,500½	106½	3,480½	470½	1,017½
STATE PROVINCIAL.									
NORTH WESTERN ...	15th May 1861	...	...	...	(a) 1,791½	7½	1,791½	2½	...
EASTERN BENGAL ...	2nd January 1862	5' 6"	234½	...	(a) 234½	...	234½	...	...
WARRINGALE ...	1st February 1871	5' 6"	40½	...	40½	...	40½	...	...
PUNJAB NORTH WESTERN ...	12th April 1875	5' 6"	37	Now forms a part of the North Western.	...	...	...	...	...
INDUS VALLEY ...	1st July 1878	5' 6"	57½	Now forms a part of the North Western.	...	...	...	...	...
SIND-SACAR, Eastern Section	1st January 1880	{ 5' 6" & 3' 3½" }	71	Now forms a part of the North Western.	...	...	...	...	...
SIND-PISHIN, Northern Section	...	5' 6"	105	...	213	...	...	...	215
DIBRO, Scutcheon Section	1st July 1880	5' 6"	152	Now forms a part of the North Western.	...	...	...	...	...
GANDA SINGH-FEROZPORE TRAMWAY	21st April 1885	2' 0"	7½	Now forms a part of the North Western.	...	...	...	...	...
FEROZPORE BRIDGE ROAD AND APPROACHES	...	...	7½	...	7½	...	...	...	7½
BELGARIA-KISTNA	...	3' 3½"	278	...	278	...	...	...	278
GUDDAPAH-NELLORE	...	3' 3½"	83	...	83	...	...	...	83
NAGPUR-BALASORE	...	5' 6"	470½	...	470½	...	...	...	470½
DILASPUR-DALYA	...	5' 6"	37	...	37	...	...	...	37
SIND-SACAR	...	5' 6"	313	10½	(a) 323½	...	...	...	338
POHAR (Tombard)	...	{ 5' 6" & 3' 3½" }	...	39	(a) 50	...	...	...	53
Total in the hands of the State	...	...	( ) 2,550½	12½	2,563	7½	2,570½	2½	1,463½
STATE PROVINCIAL.									
BENGAL—									
PATNA-GAYA	21st April 1879	5' 6"	57	...	57	...	57	...	...
NORTH WESTERN PROVINCES AND OUDH—									
DILDARNAGAR-GHÁZIPUR	5th October 1880	5' 6"	12	...	12	...	12	...	...
BAREILLY-PILIBHUT	12th October 1881	3' 3½"	36	...	36	...	36	...	...
Total in the hands of Companies	...	...	105	...	105	...	105	...	...

(a) Correction of mileage.

(b) Ghat portion, Ilrook to Kotul, 10 miles metre gauge.

(c) The Ganda Singh-Ferozepore Tramway was not entered in the Report for 1884-85.

Statement showing lengths of Lines sanctioned & open for traffic on the 31st. March 1886—contd.

Railways.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1884-85.	Sanctioned during the year 1885-86.	Length of line sanctioned at the end of 1885-86.	Length opened during 1885-86.	Total length open on 31st March 1886.	Length laid with double line.	Length remaining to be finished.
STATE PROVINCIAL—contd.									
BENGAL—									
NALHÁTI ...	21st Dec. 1863 ...	4' 0"	27½	...	27½	...	27½	...	...
TIRHOOT ...	1st Nov. 1875 ...	3' 3½"	274	...	(a) 273	...	226	...	47
NORTHERN BENGAL ...	28th Aug. 1877 ...	3' 3½"	249	...	249	...	249	...	...
KAUNIA-DHARLA ...	18th July 1881 ...	2' 6"	38½	...	(a) 37	...	37	...	...
DACCA ...	4th Jan. 1885 ...	3' 3½"	85½	...	85½	75½	85½	...	...
ASSAM-BEHAR...	...	3' 3½"	155½	...	155½	...	...	...	155½
NORTH WESTERN PROVINCES AND OUDH—									
CAWNPORE-ACHNERA ...	19th Oct. 1875 ...	3' 3½"	254½	...	(a) 253½	4½	252½	...	...
LUCKNOW-SITAPUR-SIHRÁMAU ...	...	3' 3½"	124	...	124	...	...	...	124
PUNJAB—									
AMRITSAR-PATHÁNKOT ...	1st Jan. 1884 ...	5' 3"	65	...	65	...	65	...	...
CENTRAL PROVINCES—									
NÁGPUR-CHHATTÍSGARH ...	6th April 1880 ...	3' 3½"	149	...	149	...	149	...	...
BRITISH BURMA—									
BURMA ...	2nd May 1877 ...	3' 3½"	369	...	369	73	327	...	42
ASSAM—									
JORHÁT ...	5th Dec. 1884 ...	2' 0"	324	...	(a) 314	...	294	...	2½
CHERRA POONJEE MOUNTAIN ...	...	2' 6"	7½	...	7½	...	...	...	7½
Total in the hands of the State...	...	...	1,831	...	1,826½	153	1,443½	...	378½
GUARANTEED COMPANIES.									
MADRAS—									
MADRAS ...	1st July 1856 ...	5' 6"	869½	...	869½	...	860½	42½	9
SOUTH INDIAN ...	15th July 1861 ...	3' 3½"	654½	...	654½	...	654½	...	...
BOMBAY—									
GREAT INDIAN PENINSULA ...	18th April 1853 ...	5' 6"	1,288	...	1,288	...	1,288	324½	...
BOMBAY BARODA AND CENTRAL INDIA.	10th Feb. 1860 ...	5' 6"	438½	...	438½	...	438½	42	...
NORTH WESTERN PROVINCES—									
OUDH AND ROHILKHAND ...	23rd April 1867 ...	5' 6"	742	...	742	5½	680½	...	61½
PUNJAB—									
SIND, PUNJAB AND DELHI ...	13th May 1861 ...	5' 6"	691	Acquired North Western.	by Government, and now forms a part of the	...	...	...	...
Total ...	...	...	4,688½	...	3,992½	85½	3,922½	408½	70½

Statement showing lengths of Lines sanctioned & open for traffic on the 31st March 1886—contd.

Railways.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1884-85.	Sanctioned during the year 1885-86.	Length of line sanctioned at the end of 1885-86.	Length opened during 1885-86.	Total length open on 31st March 1886.	Length laid with double line.	Length remaining to be finished.
ASSISTED COMPANIES.									
BENGAL—									
DARJEELING-HIMALAYAN ...	23rd August 1880	2' 0"	51	...	51	...	51	...	...
BENGAL CENTRAL ...	16th October 1882	5' 6"	125½	...	125½	...	125½	...	...
DEOGHUR ...	23rd Dec. 1882 ...	3' 3½"	5½	...	(a) 4	...	4	...	...
BENGAL AND NORTH WESTERN	2nd April 1884 ...	3' 3½"	505½	(b) 39½	(c) 510½	...	303	...	207½
TÁRAKESHWAR ...	1st Jan. 1885 ...	5' 6"	22	...	22	...	22	...	...
BURDWAN-KUTWA ...	...	2' 6"	40	...	40	...	...	...	40
NORTH WESTERN PROVINCES—									
ROHILKHAND-KUMAUN ...	12th October 1884	3' 3½"	54½	...	54½	...	54½	...	...
BURMA—									
THATÓN-DUYINZAIK ...	11th February 1885	2' 6"	8	...	8	...	8	...	...
ASSAM—									
ASSAM ...	16th July 1883 ...	3' 3½"	77½	...	77½	...	77½	...	...
Total ...	...	...	889½	39½	893½	...	645½	...	247½
OTHER COMPANIES.									
MADRAS—									
PONDICHERY ...	16th Dec. 1879 ...	3' 3½"	7½	...	7½	...	7½	...	...
BOMBAY—									
WEST OF INDIA PORTUGUESE	...	3' 3½"	51	...	51	...	...	...	51
Total ...	...	...	58½	...	58½	...	7½	...	51
NATIVE STATES.									
KHÁMGAON ...	4th March 1870 ...	5' 6"	8	...	8	...	8	...	...
AMRÁOTI ...	16th Feb. 1871 ...	5' 6"	6	...	6	...	6	...	...
BHOPAL-ÍTÁRSI ...	1st June 1872 ...	5' 6"	57	...	57	...	57	...	...
HIS HIGHNESS THE NIZAM'S	9th October 1874	5' 6"	491	...	491	...	121	...	370
HIS HIGHNESS THE GAEKWAR'S	8th April 1878 ...	2' 6"	58½	...	58½	...	58½	...	...
Total ...	...	...	620½	...	620½	...	250½	...	370
BRÁVNAGAR-GONDAL									
BRÁVNAGAR-GONDAL ...	20th Dec. 1880 ...	3' 3½"	193	...	193	...	193	...	...
MYSORE ...	1st Feb. 1881 ...	3' 3½"	173	...	173	...	140	...	33
JODHPUR ...	24th June 1882 ...	3' 3½"	64	59½	123½	...	64	...	59½
RÁJPURA-PATILÁLA	1st Nov. 1884 ...	5' 6"	16	...	16	...	16	...	...
WADHWÁN-MOEVI ...	...	2' 6"	64	...	(c) 68	24	24	...	44
Total ...	...	...	510	59½	578½	24	437	...	136½

(a) Rohini Branch, 1½ miles, closed.

Statement showing lengths of Lines sanctioned & open for traffic on the 31st March 1886—concl'd.

Railways.	Date of first opening for traffic.	Gauge	Length of line sanctioned at the end of 1884-85	Sanctioned during the year 1885-86.	Length of line sanctioned at the end of 1885-86	Length opened during 1885-86.	Total length open on 31st March 1886	Length laid with doubleline	Length remaining to be finished.
SUMMARY.									
STATE IMPERIAL—									
In the hands of Companies		4,119	382½	4,508½	106½	3,486½	470½	1,017½
In the hands of the State .		..	2,750½	124½	3,568½	7½	2,073	2½	1,495½
STATE PROVINCIAL—									
In the hands of Companies	105		105		105	..	
In the hands of the State .		.	1,881	..	1,826½	153	1,448½	..	378½
GUARANTEED COMPANIES		.	4,683½		3,992½	85½	3,922½	408½	70½
ASSISTED COMPANIES			889½	39½	893½		645½		247½
OTHER COMPANIES ..			58½	..	58½		7½		51
NATIVE STATES—									
In the hands of Companies ..		.	620½		620½	..	250½		370
In the hands of the State .	..		510	59½	573½	24	437	.	136½
Total	(a)15,568	606½	(b)16,143½	376½	12,376	882	3,767½

(a) The Ganda Singh-Ferozepore Tramway was omitted from the Report for 1884-85.

(b) Length sanctioned at the end of 1884-85 Miles
15,568

Add—

Mileage sanctioned during 1885-86 Miles
606½
Difference due to alterations in mileage 5

16,179½

Deduct—

Mileage of Gorakhpur-Bansi Branch, Bengal and North Western Railway, abandoned 36

Net total length sanctioned at the end of 1885-86 16,143½

CHAPTER II.

WORKS IN PROGRESS.

1. The marked feature of railway construction in India at present is the number of important large bridges which are in progress.

The East Indian Railway Company is building a bridge over the river Hooghly near Calcutta which consists of a central span of 120 feet and two side spans of 540 feet each.

The Oudh and Rohilkhand Railway Company is building two bridges over the river Ganges at Benares and Bálawala, the former consists of 7 spans of 356 feet and 9 spans of 114 feet; the bridge at Bálawala of 11 spans of 256 feet.

On the Tirhoot Railway a bridge over the river Gunduck is being built to connect the Bengal and North Western Railway with the Tirhoot system, consisting of 8 spans of 250 feet.

On the Indian Midland Railway a bridge over the river Jumna at Kálpi is in progress, consisting of 10 spans of 250 feet.

On the Sind-Sagar Railway a bridge over the river Jhelum is under construction, consisting of 17 spans of 150 feet.

On the Ferozepore Branch a bridge is being built over the river Sutlej, consisting of 27 spans of 150 feet.

Lastly there is the bridge over the river Indus at Sukkur now awaiting the arrival of the iron work for the large span of 790 feet with which the main channel of the river between Rohri and Bukkur island is to be spanned.

2. Taking the Railways in the order in which they are enumerated in Chapter I, the following paragraphs briefly describe the chief works or surveys in progress on, or in connection with, the several lines.

EAST INDIAN.

3. The river piers of the Hooghly Bridge have been built up to their full height and the standards all erected

Hooghly Bridge Works.

ready for building the cantilever girders over them. The girder material for the Hooghly shore span has arrived, and the girders may be complete and ready for launching in October 1886. The materials for the cantilevers and Naihati shore span are expected shortly, and it is hoped that the erection of the central cantilevers will be completed by the end of 1886, and that both the shore spans will be ready for launching by January 1887. Owing, however, to the late arrival of the ironwork, the final completion of the bridge is not probable before the end of March 1887.

RAJPUTANA-MALWA.

4. On the Rajputana-Malwa the new station at Ajmere has been nearly finished. Preparations for the substitution of new girders at the high viaduct over the Choral river on the Mhow Ghât were commenced, and the works of the Rewári-Ferozepore Railway and the Fázilka Branch completed.

The Baroda State is about to undertake the construction of a short length of 20 miles of metre gauge railway to connect the town of Vadnagar with the Rajputana line at Mehsána, alluded to in last year's report. The line is to be constructed and worked by the Agency of the Bombay, Baroda, and Central India Railway Company.

Preliminary plans and estimates have been prepared for making this connection. It was originally proposed to make a metre gauge line from Mehsána on the Rajputana-Malwa Railway to Viramgam on the Bombay, Baroda, and Central India Railway, a third rail being inserted between Viramgam, and Wadhwan, the junction between the Bhavnagar-Gondal and Bombay, Baroda, and Central India Railway systems. The Government of India, however, suggested the examination of an alternative line starting from Siddhpur on the Rajputana-Malwa Railway, passing through Pátri and joining the Bhavnagar-Gondal at Wadhwan, thus avoiding the broad gauge system altogether, tapping the Khárághoda Salt-works directly, effecting a saving of some 55 miles on the traffic towards Rajputana and avoiding transshipment at Viramgam. The estimates and plans are at present before the Government of India with an offer made by the Thakor Saheb of Bhávnagar for the construction of the Viramgam line.

SOUTHERN MAHRATTA.

5. The section between Háspet and Dhárwár was opened for public traffic in July 1885. From Dhárwár to Londa, the junction of the Belgaum Branch, will be ready in a few months, and it is expected that the section between Londa and the Frontier will be finished about the same time as the Ghát portion of the West of India Portuguese Railway, that is in the early part of 1888. The Belgaum Branch, 32 miles, is nearly completed. Very satisfactory progress has been made on the West Deccan from Poona to Belgaum: of this length, of 244 miles, it is expected that 159 miles will be opened for traffic during 1886. The anticipation of last year's report that the section from Poona to Miraj would be opened on the 1st January 1886 has not been realized, the work in tunnels and cuttings turning out more difficult than was expected. The Southern Extension from Hubli to Ranibennur, 67 miles, will be ready by June next. The work of locating the section of the Southern Extension from Ranibennur to Harihar has been completed.

It having been agreed between the Secretary of State, acting for the Mysore Government, and the Southern Mahratta Railway Company, that the latter should take over the existing Mysore State Railway and connect it with the Southern Mahratta Railway system at Harihar, a small survey party was despatched in February to examine the location of the line from Harihar to Gubbi which had been determined by the Mysore Railway officers. The distance is about 157 miles.

The Bellary-Guntakal Section of the Madras Railway as well as the Mysore State Railway are in process of transfer to the Southern Mahratta Railway Company.

INDIAN MIDLAND.

6. The Indian Midland, as at present sanctioned for construction under a contract with the Secretary of State signed in October 1885, consists of the undermentioned lines—

			Miles.
Main line—	Bhopal to Cawnpore	...	320
Branches—	{ Jhansi to Gwahor	...	60½
	{ Jhansi to Mánikpur	...	18½
	{ Etáwa to Saugor	...	47½
Total			610

In the Main Line, Bhopal to Cawnpore, is included the Cawnpore-Kálpi Section, which, as well as the Jhansi-Mánikpur Branch, appeared as separate lines in last year's report.

The state of the work on the various sections is as follows.

The surveys and estimates for the 30 miles from Bhopal to Bhilsa were made Main Line—Bhopal to Jhansi Section, by the Company's Engineers in 1885, 180 miles. and the work has been let to Contractors, who commenced operations in February 1886 and are making good progress

with the earthwork. From Bhilsa to Lalitpore, 90 miles, the survey is in hand. From Lalitpore to Jhansi, 60 miles, the surveys made by Government officers have been handed over to the Company's officers by whom the estimates are being prepared.

The works on this section have been only just commenced ; they are, however, extremely light, and will certainly be completed before the Jumna Bridge at Kálpi. The construction is being carried out for the Company by the Engineers of the North West Provinces Government.

The well-sinking for the foundations of this bridge has made good progress during the year. The following table gives the well-sinking at each pier to end of March :

Pier		Depth of sinking below low water level of each cub.		Remarks.
		Feet.		
No. 1 abutment pier ...	{	A. well	9	These wells will only be sunk 64 feet below low water.
		B. „	12	
No. 2 Pier ...	{	A. „	46	
		B. „	40	
No. 3 „ ...	{	A. „	75	5 feet superstructure has been built.
		B. „	58	
No. 4 „ .	{	A. „	90	
		B. „	90	
No. 5 „ ...	{	A. „	42	
		B. „	37	
No. 6 „ ...	{	A. „	34	
		B. „	47	
No. 7 „ ...	{	A. „	29	
		B. „	21	
No. 8 „ ...	{	A. „	80	
		B. „	61	
No. 9 „ ...	{	A. „	88	
		B. „	79	
No. 10 „ ...	{	A. „	86	
		B. „	93	
No. 11 abutment		The 6 small wells upon which this abutment is to be founded have only just been commenced as they have only to be sunk 25 feet.

With the exception of 5, 6 and 7 piers the well-sinking will probably be finished during the present working season, and there is a fair prospect of completing the bridge before the rainy season of 1887.

The portion of this Section from Chauri, on the left bank of the Jumna, to Cawnpore, a distance of 42 miles, was opened for traffic on the 1st April 1886. The works are practically complete, except the fencing, the material for which has been ordered from England but has not yet arrived. The permanent-way is of the latest East Indian Railway type, viz., 7½ lbs. steel double headed rails laid on Denham-Olphert's sleepers and fished with the new pattern six-bolt plates. The bridging is light, the two larger bridges being those over the Rind and Singah rivers each of 2 spans of 40 feet and 3 of 60 feet.

The plans and complete estimates of the Jhansi-Gwalior Section, 60½ miles, have just been submitted and tenders for its construction are being advertised for. There are numerous heavy banks and rock cuttings in this length, and the bridge work is also heavy, the bridge over the Sind river with 10 spans of 100 feet being the most important.

This Section was partly constructed by Government officers, but has now been handed over to the Company. The chief rivers to be crossed and the state of the works are as follows :—

- The Betwa 13 spans of 150 feet, masonry half finished.
- „ Dhasan 13 „ 100 feet, „ one-third finished.
- „ Kane 1 of 250 feet and 12 of 100 feet, masonry one quarter finished.
- „ Bagain 5 spans of 100 feet, masonry one-third finished.

The Surveys and Estimates for this Section have been prepared by Government officers, but construction has not yet been started.

NORTH WESTERN

7. On the 1st January 1883, the three Railways, formerly known as the Sird, Punjab and Delhi Railway, the Indus Valley State Railway, and the Punjab Northern State Railway were amalgamated into one system called the North Western Railway.

At Kiamári, the extension of the wharf was completed, and steam cranes have been erected on it by the Late Sind, Punjab and Delhi Harbour Board. Additional sidings and platforms for the use of troops and the Commissariat Department have also been provided. At Saháranpur, Amritsar, and Ráowind, extensions of the junction arrangements for the Oudh and Rohilkhand Railway, for the Amritsar-Patháinkot Railway, and for the Ferozepore branch respectively, were in progress.

New crossing stations have been completed at Rashída, and Hamíra, and begun at Talamba Road, Yusafwála, and Pattoki.

A temporary 2-feet gauge tramway has been opened between Ganda Singh Bandar and Ferozepore. The bridge of boats at Ferozepore was taken over from the Punjab Government under a special agreement, and the tramway commenced running over it on the 21st April 1885. During the flood season the river is crossed by a steamer, but throughout the remainder of the year the traffic is carried over the bridge of boats, and has been maintained with very temporary interruptions. The cost of the tramway has been debited to the Ferozepore Bridge Works, and it will be removed on completion of this bridge.

No work of any importance has been commenced during the year. The Indus bridge at Sukkur is precisely in the same condition as it was this time last year, but some of the ironwork for the large span and some of the timber required for its erection are shortly expected from England. Five additional crossing stations on the Ruk-Rindli section of the Railway have been arranged for and are ready to be brought into use when required.

The conversion of the Salt Branch between Lāla Mūsa and Malakwāl from metre to broad gauge (with the exception of the fencing and portion of the ballasting) was completed on 10th February 1886. A re-survey of the line from Jhelum to Rāwalpindi, with a view to reducing the present heavy gradients, has been put in hand. The substitution of iron rolled joists for the teak longitudinal, and the relaying with 62 lbs. steel rails, on transverse wooden sleepers, on 40 spans of the Chenab bridge, has been completed. The removal of some more of the spans on the south side of this bridge as soon as the training works have been completed is contemplated.

EASTERN BENGAL.

8. The doubling of the line to Naihati was practically completed during the year, and goods trains have been run on the new line between Shāmnagar and Dum-Dum since the commencement of 1886. The double line will be opened for passenger traffic early in 1886-87.

The Branch to the Kidderpore Docks was commenced, and the earthwork nearly finished, but want of funds prevented active progress on the project.

The alterations at Siāldah Station were practically completed, and the station is now well adapted to meet the requirements of the public and of the Railway; the remodelling of the yard and the fitting of interlocking points are still in progress. A great improvement was effected in the lighting of the station and approaches.

The engine-shed at Narculdanga was enlarged and improved and the additions to the Kānchrapāra workshops have made considerable progress. They are expected to be finished in 1886-87.

The necessary remodelling of the Chitpore yard is still under consideration.

SIND-PISHIN.

9. The following extracts from an unofficial report by the Engineer-in-Chief detail the works executed in the several Divisions up to February last, and give some idea of the difficulties encountered. At the end of March the girder erection had been completed up to the Kuchali Bridge, mile 30. The platelaying to Zindag-i-ab, mile 33, and the Kuchali tunnel had been lined throughout and finished. Heavy floods, as at the same time last year, somewhat delayed work, but on the 9th April I was able to travel by train from Nari for 30 miles, passing over only two diversions, the train crossing all the Nari bridges and those over the Zindag-i-ab.

“We have made some temporary workshops and a storeyard at Quetta. The earthwork between Quetta and Gurkhai is practically completed throughout. It has turned out a heavier job than I expected, being a continuous bank, averaging 5 to 6 feet high for nearly 33 miles, a tiresome piece of work.

“From Bostan towards Shebo, the first two miles are very heavy banks; in one case 35 feet high, and about 12 chains long. Beyond these two miles the earthwork is lighter; and the earthwork is going on now for about 10 miles beyond Bostan. I think it very possible the whole earthwork of the 21 miles between Bostan and Shebo (Saiad Ahmed ?) may be completed by the 1st April.

"The masonry of the bridges between Quetta and Bostan is nearly completed. The heaviest bridge is the one over the Quetta Lora (1 span of 120 feet and 2 spans of 10 feet) with good high piers. This masonry, however, is quite finished, and practically if the Bolan Railway had reached Quetta, we would be now quite ready for platelaying right up to Bostan. Of course we cannot get girders or permanent-way till the engine reaches Quetta; but we are practically ready for them as far as Bostan.

"Between Bostan and Gurkhai there are a number of 20-foot culverts many of them in progress; but there is really nothing to stop the rails from Quetta when they do come.

"The ballast (broken stone) has been collected for considerable part (say $\frac{3}{4}$ ths) of the distance between Quetta and Gurkhai.

"The tunnel, 125 feet long, through the limestone spur at Balalee (8 miles out of Quetta) is practically completed; as also the limestone cuttings right and left of the tunnel.

"There has been a great deal of brick burning; and a number of bricks (about 6 lacs altogether) have been made and burnt, and we are in full swing for going ahead with brick burning when the snow allows it.

"During summer and autumn we could scarcely get any labour at all on this division. However, the 32nd Pioneers commenced and completed some very heavy rock cuttings near the Gurkhai end; and since winter we got some Pathan labour (about 3,000 men), which I hope will complete all the earthwork on the division, except the enormous cutting at Mud Gorge. This cutting is very troublesome and dangerous; and I think will be the last work finished on the whole line. We are doing our best to push it, but I expect that when done we shall have to make a tunnel through it and cover it up again, as the sides will not stand well enough for safe running. It is a gruesome piece of work.

"The big 120-foot bank near Mud Gorge is getting on very well and will not delay us, though it is a slow job.

"I have not been able to finish the masonry on this division (according to order), but the high level bridge, some three miles south of Kach (1 span of 150 feet & spans of 10 feet), has about one-third of its masonry finished. This bridge has been stopped by frost.

"Beyond this no masonry has been built, but a good deal of stone has been collected, &c.

"The earthwork of the 6 miles above Mangi is practically all finished. The bridge work has not been pushed, but there is no very heavy work, except the bridge at Mangi itself (2 spans 100 feet and 1 span of 150 feet) for which stone has been collected.

"The tunnels and karez of the Chupper Rift will, I hope, be completely opened out to full size from end to end about the 1st April, perhaps earlier. We have managed to keep about 3,500 men on them throughout the winter.

"The earthwork (cuttings) in the belly of the rift have been finished several times, but constantly slip in. We shall have to have them secured by tunnels built up first and then covered in.

"The two main masonry piers of the high level bridge over the chasm at Chupper have been commenced and built up about 8 feet and the foundations of piers for 40 feet spans cut out of the rock. Frost has, however, stopped this bridge, as also the high viaduct at the end of the Karez, where the masonry piers are about 12 and 15 feet high. They will be started again about 1st March.

"From the lower Karez of the Chupper Rift to within 5 miles of Sharigh the earthwork is practically completed, except a great 82 feet cutting near the lower Karez, which is very troublesome and constantly slipping.

"The majority of the bridges and culverts from Dargai to within 5 miles of Sharigh have either been commenced, completed, or are well in hand. They have been stopped by frost. Two major bridges, however, one of 4 spans of 100 feet near Kost, and one of 100 feet span, have not been commenced, (a) because of frost and cold, (b) because of the difficulty anticipated in the water foundations which it would be unadvisable to begin in winter. However, neither of these are very heavy works and they will be taken in hand as soon as the cold subsides. The pumps and engines are at site.

"From 5 miles beyond Sharigh to Nasik the earthwork, except the filling of banks near the high level bridges at Poongi, is practically completed. The

Sharigh Division. ballasting is going on very fast, and should all be completed about 1st April, if not before. The bridging, which is very heavy indeed, the stone being very hard and far distant, has begun to show up; and I have every reason to believe that, unless anything unforeseen happens, the whole of the bridge masonry between Nasik to 5 miles beyond Sharigh will be completed and ready for girders by the 1st March.

"The mounds on which the quarters for station staff, drivers, guards, &c., at the changing station at Sharigh are to be built have all been cut down and levelled; the station platforms, troop siding, station walls, and most of the bungalows have been commenced, and are making rapid progress.

"The whole division may be ready for the rails and girders from end to end before the 1st April.

"This division is practically completed, except the rails and girders. The

Harnai Division. ballast is all collected, and all the masonry and earthwork done. There is still something to be done in sidings and in roadside station buildings; but no work of importance remains to be done.

"The ballasting should be nearly completed by the 1st March. All the

Spintangi Division. masonry except side drains is finished and ready for girders; a few more rail openings and some catch-water drains may still be needed; but otherwise the whole division will be quite ready for rails and girders as soon as they once come up. The big cutting at Dulojal needs sloping down, but need not interrupt the line. The masonry of the Zindag-i-ab and Gurmai bridges is quite ready, but as diversions are impossible at those bridge sites, I fear the plate-laying may be stopped (say) 12 days at each of these bridges, whilst the 150 feet spans are being put up for the engines to cross.

"The whole of the bridge masonry of this division, except a few side drains

Gundakin Division. and rail openings which may hereafter be required, is completed and ready for girders. The whole earthwork, except a little side sloping, is also finished.

"The Gundakin tunnel will be completely finished and lined with masonry throughout in another two days. The roof gave immense trouble by falling in and was most dangerous, crushing in timber shoring like an egg-shell, but all danger is now over, and the tunnel is ready for rails.

"The tunnel near Kuchali has proved a most difficult job. The soil is so rotten that the roof is utterly unreliable and falls in from above, forming a high arch above the timbering from which enormous pieces of rock come down from 50 to 60 feet in height, and crush everything it is possible to put up; a high arch forms above the framing from which tons of rock come down and smash the framing. Work was stopped for some time owing to the impossibility of getting any workmen to go into such danger; but charges of dynamite were put in from the hill above on to the roof and the explosion blew out a crater down into the tunnel; this is now being taken out from above, and it is hoped the 75 feet of tunnel between the two masonry faces may be secured and lined with masonry arching before the sides come in. There is about 75 feet more of lining to do, which with good luck may be secured before long; and for the last three months work has been going on

day and night with electric lights, but with very slow progress, the earth squeezing in to the made parts of the tunnel as fast as taken out through the tunnel ends. However, I hope our troubles are now over and we may get the arch lined before the 1st March.

"The earth is so rotten that the cuttings in the tunnel approaches have had to be arched over a long way back, thus making the whole tunnel nearly twice as long, 600 feet. The proper course would certainly have been to make the cutting first, and arch it over afterwards; but it was impossible to foresee that we would have to blow down the roof from above. As this tunnel must delay the platelaying, a diversion is being made from just south of Kuchali tunnel, along the river bed to the Kuchali Station to take the line along past the tunnel. This diversion will bring up staging and girders for the bridge (3 spans of 100 feet) at the Kuchali Station.

"The bridge north of Gundakin tunnel (1 span of 150 feet one of 100 feet) has got the staging of both spans erected ready for the girders, as soon as the rails get over the high level bridge south of Gundakin tunnel. The girders are all up to the tunnel and only await the completion of the high level bridge. The stagings have been carried round by carts, but the girder booms are too heavy to be so handled.

"But for the recent floods the high level bridge girders at Gundakin south of the tunnel would by this time have all been up. The bridge is composed of 2 spans of 150 feet and 3 spans of 40 feet. One span of 150 feet is completely rivetted and erected, but not decked. The other span of 150 feet is being put together and may be service-bolted in another three days, but the vibration of a staging nearly 72 feet high requires the girder to be put together very carefully on such light staging. I shall be glad when it is safe.

"The floods in the Nari cut us off completely for nearly 15 days, and prevented the girders coming up; otherwise both bridges, north and south of Gundakin tunnel, might by this time have been erected. The girders of both bridges should be up by the 14th February.

"Rails and permanent-way are being sent round by road on camels and carts, and are being laid out beyond Gundakin tunnel on the permanent line and on the diversion towards Kuchali.

"I may mention that two out of the three 40-foot spans at Gundakin high level bridge are now up and ready for rails.

"The locomotive now comes up to the high level Gundakin bridge over the high banks and high 10-foot ridge just north of Gundakin.

"The rails run over the permanent line from Gundakin to Baber Kach, which is all laid and completed.

"The tunnel at Baber Kach has given us a deal of trouble. It was laid out on Lindsay's and Molesworth's old line; but experience has shown that it has been thrown too much forward. That protection I made of chained barrels was caught when unfinished, but has merely been buried, not broken. It has completely driven the river out of its old course and direct on the bridge below, forming a great shingle shoal where there was deep water before,—a great improvement.

"I came to the conclusion, however, after seeing last year's and last summer's floods, that the water was too deep there (22 feet) to be efficiently checked, by anything like barrel protection, from tearing any railway bank to pieces high up, even if its toe was properly protected as it was by the barrel pitching. So I am making a viaduct of 3 spans of 40 feet just outside the tunnel, and widening the tunnel so as to throw the whole line further in. There is a tremendous swirl here, so I propose going over it with 3 spans of 40 feet, beyond which the bank is quite safe, I think, owing to the shingle shoal thrown up by the chained barrels.

"We have almost finished widening out the tunnel, and are busy lining it, as we find the conglomerate weathers on exposure to air and comes down in

great chunks. We have had a great deal of trouble from water in the foundations of the three 40-foot span viaduct, but we are working night and day, and hope to get some foundations in a day or two. It is a very troublesome job, as we had to remove enormous quantities of shingle before we could get foundations; but the viaduct is not a high one; and as we have plenty of concrete blocks ready we ought to run it up sharp once the foundations are in. However, it is a great nuisance as it obliges us to take the line down into the river bed and on to a temporary line exposed to floods.

"We now come to the great girder erecting question over the six big Nari bridges which aggregate now—

4 spans of 40 feet.

6 spans of 100 feet.

23 spans of 150 feet.

"The locomotive is running now over Tundori and Kilat-i-killā No. 1. Kilat-i-killā No. 2 has the rails laid over it, and is all decked. The central has one span of 150 feet still to be decked. The Bheji bridge has one span of 100 feet still to be decked. The Baber Kach bridge is nowhere decked, and has one span of 100 feet still to be rivetted up and hoisted. So I hope when this reaches you the whole of the Nari bridge girder erection will have been completed. In fact, there is only one span more of 100 feet to be hoisted out of the whole, as whilst I write the derricks are being put up to hoist the last span of the series of Nari bridges.

"The floods all but brought us to dire grief, as they came down some 7 feet deep, but fortunately not so suddenly as usual; we had a number of girders half completed over the stagings, but the weather gave us sufficient notice to allow of our service-bolting the girders by working day and night; and then down came the water and knocked all our staging into a cocked-hat. Fortunately no girders were dropped into the river for which I am very thankful; and take it all round, our staging has not suffered much, though it was somewhat knocked about. Before you get this I hope to have telegraphed to you to tell you the whole of the naked girders of the 6 Nari bridges are up.

"Had you not given me *carte blanche* to get as much staging as I required and urgently, we would not have put up these Nari bridge spans in three times the time; they would not have been up till May at the earliest.

"Below Kilat-i-Killā No. 1 bridge, there is not much to be said; we have rebuilt all our banks, and put in two high spans of 40 feet which were found necessary. The line between the Nari station and the Nari tunnel running under the cliffs, and a number of other exposed parts of the line were so knocked about by the floods in summer, that it has become necessary to make immense retaining walls, from 25 to 30 feet high, founded deep down on the clay, to protect the line from flood action. They are expensive works, but absolutely necessary and are now approaching completion.

"We have been grievously delayed by the floods, as of course our temporary bridges, enormous cribs filled with boulders, went off like chaff in a 7-foot flood. The river did not go down sufficiently to allow of work for nearly a week; and replacing these cribs was hard work in such cold weather and colder water. However, we are right again now and running 5 material trains a day from Nari."

SIND-PISHIN—NORTH WESTERN EXTENSION SURVEY.

10. Instructions for the survey were issued by the Government of India at the end of May 1885. These instructions were to the effect that the whole Amran range, from the Khojak to the Gwaja, should be fully examined, in view to the selection of the best route for the extension of the Sind-Pishin Railway through or round the Khwaja-Amran range, and the settlement of the point to which should be carried the extension of the Sind-Pishin Railway from Shebo, to the foot of the range, recently sanctioned by the Secretary of State.

In accordance with these instructions, three survey parties were organized by the Engineer-in-Chief of the Sind-Pishin Railway, and the results of the enquiry, so far as it has been ascertained, are briefly :—

1st—That to turn the Amran range, the line must run from near Quetta *via* Nushki to Argutai ;

2nd—That the range may probably be crossed near the Gwaja Pass ;

3rd—That it might be tunnelled through the Khojak or the Sanzal Pass.

In December, instructions were issued by the Government of India regarding the further prosecution of the surveys, the submission of estimates for certain alternative lines crossing the range in the vicinity of the Gwaja Pass and emerging on the westward slope of the range near Argutai, and for alternative lines piercing the range in the vicinity of the Khojak and emerging near Chaman.

A Committee appointed by the Government of India is now considering the result of the preliminary surveys that have been carried out under the above instructions.

FEROZEPORE BRIDGE WORKS AND APPROACHES.

11. In October 1885, foundation work on the piers of this bridge was commenced. At the end of March 1886, all Sotlej Bridge. except three piers were in progress. 1,327 lineal feet of sinking, equivalent to the full sinking on $17\frac{1}{2}$ wells out of 28, had been executed, and 1,476 lineal feet, equal to 21 complete wells of well steining, built. All wells will, it is expected, be at a safe depth before the rains of 1886.

Twelve of the girders, 150-feet span, are to be supplied between July and September 1886, and the remainder (15) by January 1887, and hopes are entertained that the bridge may be completed before the rainy season of 1887.

BELLARY-KISTNA

12. The work on this railway was much impeded by the financial pressure and had to be restricted mainly to the Guntakal-Nundial section, which has not, moreover, made as much progress as was anticipated.

The platelaying is in progress and at the end of March 64 miles were laid. Guntakal-Nundial Section, 90 miles. A portion of the permanent-way material has been sent by canal to Nundial, and platelaying is in progress from Nundial westward. The delivery of sleepers, which are coming from Burma, was unfortunately amongst the works stopped.

The water-supply is a matter of difficulty on this section ; at Guntakal the supply has to be brought from some wells 5 miles off ; the water has first to be pumped up into a high level reservoir one mile from the wells and about 50 feet above them, from which it flows down in pipes to Guntakal, where the rail level is 90 feet below the reservoir. The scheme is still incomplete, which is to be regretted, as there is a great need of water for the junction station works.

Nearly all the culverts and bridges on this section are ready for girders, which are all on the line ready to be laid out. Some of the heavy earthwork between miles 60 and 78 is still incomplete, but it is hoped that the rails will be laid through to Nundial by the end of June, and that it may be possible to open out this portion of the line after the next monsoon.

The work on the tunnel, 413 yards in length, on the 118th mile in the pass through the Eastern Ghâts has been carried Nandicanama Division, 36 miles. on, but the climate in the pass is terribly deadly and progress is slow. It is anticipated that it will take two more seasons to complete. Rails have now been laid from Nundial, 15 miles, to the hills, and the workmen are now railed out to the work every morning and brought back in the evening, and by this means it is hoped that the work will be completed without further serious loss in life.

Work on the Cumbum and Guntoor divisions, up to the Kistna end of Cumbum and Guntoor Divisions, the line, wherever heavy works are involved is now being put in hand, so that this portion of the line may be ready for platelaying as soon as the tunnel and Ghât works are completed.

CUDDAPAH-NELLORE.

13. Work had to be suspended on this line in May 1885, and orders for resuming operations were not able to be issued until the following November; the progress, therefore, has not been great. The most important bridge, the Ralayeroo, 9 spans of 100 feet, has six out of the ten foundations completed, and the remainder are now progressing, and it is anticipated that the earthwork and minor bridges will be finished throughout in the course of the next six months. All girders and permanent-way are now in the country. It has now been definitely decided to place the Tirupati station to the west of the town.

NÁGPUR-BENGAL.

14. Owing to the negotiations for the formation of a company to construct and work this line not having been completed, and the financial pressure, work had to be suspended during the year; the small staff still left were employed in the preparation of complete estimates for the conversion of the Nágpur-Chhattísgarh Railway to the standard gauge, and for the construction of the portion of the project between Ráj-Nándgaon and Bilaspur. Land acquisition has also been in progress on the Manbhoom and Singbhoom districts in Bengal and in the Bilaspur district and Native States within the Central Provinces.

In May 1885 the Nágpur-Chhattísgarh State Railway was placed under the Engineer-in-Chief of the Nágpur-Bengal Railway. Considerable work has been done on the rebuilding and widening of culverts. The new bridges at Panoli and Chilode have been completed and good progress made with the new Kanhan bridge (two spans of 60 feet and six spans of 170 feet), about two-thirds of the masonry being completed. The 60-foot girders should arrive about June, the 170-foot spans between May and August next.

BILASPUR-ETÁWA

15. The progress made on the Katni-Umaria Section which, including the colliery branch, is $38\frac{1}{2}$ miles long, has not been as rapid as was anticipated, sickness greatly retarding operations during the hot weather of 1885. The earthwork and bridging, with the exception of the Simrar, one span of 60 and two of 40 feet, and the Mahanadi, four spans of 100 feet and one span of 80 feet, is practically complete, and the masonry of these being well advanced, and the girders on the ground, it is anticipated they will both be finished by May.

Permanent-way has been laid for 26 miles, and about 80 per cent. of the ballast collected. Station buildings and station machinery are in progress, and the line will probably be ready for coal traffic by June and for passenger traffic after the monsoon.

The project for the complete line Bilaspur to Etáwa has been submitted to Government after undergoing careful revision. The Etáwa-Saugor section has now become part of the Midland Railway, and the Saugor-Katni section will also probably be constructed by that Company. The construction of the eastern section Umaria to Bilaspur is not at present contemplated.

SIND-SAGAR.

16. In addition to the prosecution of the works on the main line and branches, as described in last year's report, the following additional Surveys were ordered during the year :—

- (1) A branch from Kundian to Mianwali and an extension thence to the Isa-Kheyl ferry— $16\frac{1}{2}$ miles in length—ordered in July 1885.

- (2) A Survey to connect Mianwali on this (1) branch with Langar or Gagan Stations on the Khusálgarh branch of the Punjab Northern State Railway ordered in September 1885.

The Mianwali-Isa-Kheyl ferry branch Survey has been completed and the estimate submitted, and the field work of the Mianwali-Khusálgarh Surveys, in all 149 miles, including alternative lines, has been completed.

On the main line, Malakwál to Mozaffargarh, 295 miles, with the three branches, to Khewra salt mines, 9 miles; to Ismail Khan ferry, $9\frac{1}{2}$ miles, and to Dera Ghazi Khan ferry, 8 miles, the earthwork has been practically completed.

The Jhelum Bridge, 17 spans of 150 feet, on single wells has 9 sunk to a depth of 75 feet each and 9 to a depth of 55 feet each, out of a total depth to be reached of 82 feet. The other large bridges are in hand and half approaching completion. The small bridges and culverts are, with few exceptions, complete. None of the girders have yet arrived, but all with the exception of the Jhelum bridge girders (due between June 1886 and January 1887) should arrive in May and June, by which time all the bridges are expected to be ready for them. The permanent-way 75-lb. steel flat-footed rails with transverse steel sleepers has been laid out 46 miles from the southern end and between Malakwál and Chak Nizam at the northern, and a start has just been made to link in from the north bank of the Jhelum river. Wells, ash-pits, platforms and stations were not begun until February, but are now making good progress.

The telegraph lines on old rail standards have been erected 84 miles from the Southern and 60 miles from the Northern end.

BOLAN.

17. Sanction to the extension of the Rindli Branch of the Sind-Pishin Railway by a temporary line up the Bolan pass was given at the end of March 1885. A staff was at once collected and permanent-way material purchased from the East Indian and Sind Punjab and Delhi Railways. Interference with the road traffic up the Bolan being inadmissible, and time not admitting of heavy works being undertaken, the only course that was open was to lay the line up the bed of the Bolan river, which, except at the Kundilani, Bibinani and Mach gorges, and in times of extraordinary flood, only occupies a portion of its bed.

The staff arrived at Rindli on the 23rd April, and some material having been received work was at once started.
 Pir Chowki-Hirok Section
 Up to the end of May good progress was made, but with the intense heat that then came on, cholera broke out and, combined with sun fever and dysentery, brought the work to a complete stand still towards the middle of June, only 8 miles of the line having been completed. The staff, both engineering and subordinate, suffered severely, and the laborers became completely demoralised and deserted the work. By the end of July, some new staff having been supplied and fresh gangs having been collected, work was resumed, and the railway progressed up to Mach, which was reached by the 28th of October, and the end of the broad gauge at Hirok, six miles beyond, on the 19th November, a total distance from Pir Chowki of 17 miles.

Above Hirok to the plateau at Darwaza the narrow tortuous gorge which forms the upper part of the pass is impracticable for a temporary broad gauge railway. Through this, for a distance of ten miles, a metre gauge line has had to be laid with frequent curves of 200 feet radius; even this line can only be worked with double bogie engines and bogie wagons. Before making a start on platelaying on this portion, a considerable amount of preliminary work had to be got through. Materials had first to be collected as well as engines and rolling stock, and although all necessary works up to formation level had been completed by the end of November, it was late in December before many rails were laid. Again, the climate proved an enemy. On the lower section extreme heat and cholera retarded work; on this latter, called the Ghát Section, for two months extreme cold with its accompanying sickness pneumonia, coupled with short days, reduced the working time by fully $\frac{2}{3}$ ths, and thus it happened that this latter section was not finished until the 7th March 1886.

Considerable difficulty regarding water was met with in the Ghât Section, it being only procurable at the Dozan springs up a side valley two miles from the line. Pipes and pumps have been received from England, and the arrangements for the supply along the Ghât Section and at the Kotul will, it is expected, be completed during May.

The whole of the temporary line, including the Ghât (metre gauge) Section, has been laid with permanent-way intended for the 5' 6" gauge—rails double-headed steel, mostly 75 lbs. to the yard; sleepers for about 40 miles "Denham-Olphert's cast-iron," and for the remaining 17 miles (which includes the Ghât Section) "deodar." The spans of the temporary bridges on crib piers are about 10 feet in the clear, and the roadway is carried on rail girders.

The ruling gradient of the temporary line between Rindli and the 32nd mile is 1 in 50, this gradient being used sparingly. From this to Abigum there are some short lengths of 1 in 36. Between Abigum and Hirok there are 2 miles of 1 in 26, and nearly 11 miles of 1 in 30. On the Ghât (metre gauge) Section, between Hirok and Dozan, the ruling gradient is 1 in 23½, and above Dozan 1 in 30. The minimum radius of curves between Pir Chowki and Hirok is 800 feet, and on the Ghât Section between Hirok and the Kotul, 200 feet.

The earthwork on this section which is being constructed as a permanent line is complete, and a commencement has been made with culverts, but owing to want of good lime only Portland cement can be used; diversions have, therefore, been prepared for all waterways until cement can be delivered by rail. Sanction for the site of the station at Quetta was received on 29th January 1886, and work is in progress on it.

Directly a few sidings were got in at Hirok, the line was made over to be worked by the Staff of the North Western Railway, and, in addition to about 4,000 tons of material wanted for the Ghât Section, 17,000 tons of permanent-way for the line from Durwaza to Quetta and onwards towards Pishin had by the end of March been stacked at that station, and is being taken onwards by the metre gauge line to Durwaza.

The following is a list of the stations between Pir Chowki and Quetta:—

Kundilani	at 7th mile.	} 5' 6" gauge.
Kirta	...	...	...	" 15th "
Bibinani	...	...	...	" 27th "
Abigum	...	...	...	" 34th "
Mach	...	...	...	" 41st "
Hirok	" 47th "	} metre gauge.
Dozan	...	...	...	" 50th "
Kolepur	...	...	...	" 54th "
Kotul	" 57th "	} 5' 6" gauge.
Sir-i-ab	...	...	...	" 75th "
Quetta	...	...	...	" 85th "

BOLAN SURVEYS.

18. In addition to the work on the temporary line described in the foregoing paragraphs, the Engineer-in-Chief in September last was directed to reconnoitre the Pass with a view to determining the possibility of the construction of a permanent line at a reasonable outlay. In January last, sanction for a regular survey was issued, and this is now in progress. An alignment with a ruling gradient of 1 in 40 between the Kotul and Hirok has been found, but very heavy works will be necessary. The trial section shews 3 tunnels aggregating over 1,200 yards in length and 3 viaducts varying in heights from 60 to 140 feet, besides heavy rock cuttings. A favorable line has also been surveyed between the Nari bank at the lower end up the Muskaf valley to the Panir-band pass dividing the Muskaf from the Bolan valley; a tunnel of some magnitude roughly estimated at 960 yards in length will be required here, and between this and Hirok heavy works will be needed. It is too soon as yet to form an opinion of the feasibility of the route within a cost that would not be prohibitory.

TIRHOOT.

19. Five out of seven piers of the bridge over the Gunduck have been founded, and the masonry brought up to level of girder bed stones. The abutments are at the same height. The viaduct about $\frac{1}{2}$ a mile long at Sonapore is completed, with the exception of part of the parapet; the earthwork in the approaches is finished. If the girders, which are promised for delivery in England between March and June 1886, arrive in good time, this bridge may be ready for traffic before the rains of 1887.

On the Kosi extension of the Eastern Branch, the line has been extended to Nirmali, 66 miles from Somastipur junction and the new section, 20 miles, will be opened early in April 1886.

The project for a line from Mozufferpore to Sitamarhi, 37 miles, is in abeyance.

NORTHERN BENGAL.

20. The project for the construction of an extension from Kaunia to the Brahmaputra has been under consideration during the year. In October 1884 revised estimates of the cost of constructing a railway from the Teesta river to Dhubri were submitted by the Government of Bengal, and in February 1885 a further investigation of the route was ordered by the Government of India, the results being reported in April 1885. These may be considered as showing that the rivers intervening between Kaunia and Dhubri are not so formidable as had lately been reported, and that it is practicable to connect Kaunia and Dhubri by a metre gauge railway, including the cost of the 4 large bridges, for about 68½ lakhs of rupees.

In November 1885, a further investigation of an alternative proposal for an extension to Bhagwa was called for, and the report on this was submitted in February last. The report is considered to prove conclusively the impossibility of establishing a terminus at Bhagwa, owing to the ever varying condition of the river bed at that portion of its course, and the opinion that the extension when carried out should be to Dhubri is confirmed.

DACCA

21. The section of the line between Dacca and Mymensing was opened for goods traffic on 1st August 1885, and the section between Mymensing and Gáurgon for passenger traffic on 29th August 1885. The entire line was opened through for all traffic by His Honor the Lieutenant-Governor of Bengal on 15th February 1886, and it has been decided to change the name of this railway to the "Dacca State Railway."

ASSAM-BEHAR

22. The progress on this line was unfortunately much impeded owing to the financial pressure. The operations were confined to that portion of the line in the Purneah Districts between Manihari and Kushba on the west, and between Dinagepore and Raigunge on the east. On the centre length (37 miles) between Raigunge and Kalliaigunge nothing has been attempted since July 1885.

During the exceptionally high floods of August 1885, the 9 miles north of Manihari suffered very much, 5 small bridges having been swept out, in all cases owing to the want of pitching. The smallest of the openings along this length, which was fortunately pitched before the floods, was saved by a coat of boulders not more than one foot thick, the ground beyond the pitching having been scoured to a depth of 30 feet. On this length increase

of water-way within any reasonable limit does not mean reduced velocity between the abutments, as during heavy floods at one side of the line there are hundreds of square miles covered with water from 6 to 20 feet deep and somewhat higher than a similar sea on the other side of the Railway. One of the bridges, on wells sunk in hard clay, stood the rush for three weeks and then went, the flood scouring a hole ninety feet deep. The repairs on these nine miles took up most of the time this season, involving considerable temporary diversions and a great quantity of earthwork in filling the deep breaches. After seeing the result of the floods it was thought better to reduce the number of points of danger by closing four of the bridges altogether, increasing the spans of the others, using screw piles instead of wells, and protecting the works thoroughly with stone pitching. The use of piles would expedite the work, but even these could not be procured before March. None of the bridges or culverts between the 94th mile and Purneah having been injured, the platelaying, erection of girders, completion of stations, wells, platforms, store-sheds, permanent staff quarters, &c., was pushed on, so that by the end of March the line was in good running order to within half a mile of Kushba, an important mart 5 miles beyond Purneah.

Construction work was well started at the beginning of the year from Dinagepore to Raigunge, and manufacture of bricks and collection of materials was being pushed throughout the Division. In July, work was interrupted and not again started until December. Fair progress is now being made on the major bridges. The minor bridges are finished to Kalliagunge, 19 miles from Dinagepore, and the works are in such a state that, if funds permit, this section of 30 miles may probably be completed by the end of the year.

CAWNPORE-ACHNERA.

23. The works on the new workshops at Fatehgarh were suspended in September 1885 for want of funds. All the quarters and offices are completed. Foundations for erecting shops and chimney laid. Traverser nearly completed and some lines of rail laid. The water tank is completed, and pumping-engine put up and at work. The work of the line is being carried on in temporary shops.

The permanent bridges over the Kalanadi, damaged in July 1885, are now being enlarged at mile 70 by 4 spans of 60 feet each, at mile 154 by 6 spans of 60 feet each. They will be completed by 30th June.

This branch, which was opened for traffic on the 9th November 1885, was practically complete at the end of March 1886.

Bithur Branch Line.

LUCKNOW-SITAPUR-SIHRAMÁU.

24. During the year the bridges and formation as far as Sitapur were completed ready for the girders and permanent-way. The earthwork as far as Kheri had also been finished, and the earthwork from Kheri to Gola Gokaran Nath was well in hand. Bricks for the bridges between Sitapur and Gola Gokaran Nath had been burnt. Rails, sleepers and fastenings, sufficient to complete the line as far as Gola Gokaran Nath, were either in hand or in process of delivery, and only rolling-stock and a few minor stores were required to admit of the line from Lucknow to Gola Gokaran Nath, a distance of 105 miles, being opened at the close of the ensuing rains.

A small survey party took the field in November to connect the metre gauge line from Bareilly to Pilibheet with the line under construction from Lucknow to Sihramáu.

Pilibheet-Sihramáu Survey.

The field work had been completed at the end of the year, and the plans and estimates are now under preparation. There are no works of any magnitude on the line, which could be made at a very moderate cost.

BURMA.

25. The substitution of brick and iron structures for the original timber bridges and culverts was continued. Sixteen timber minor bridges varying in span from 10 to 40 feet were rebuilt, and all the major bridges that required renewal were completed. The new Railway offices at Rangoon were completed and occupied in August.

At the commencement of the year the line was opened to traffic as far as Nyaunglebin (93rd mile), and the remaining portion to Toungoo, 73 miles, was opened in July. Much remains to be done, the line being opened with the minimum requirements needed for safe working.

The field work was completed at the close of 1884-85, and the estimate for the project is under preparation.

Orders were received in February 1886 for the commencement of a survey from Toungoo to Ningyan, a distance of about 62 miles, and this is now in hand, and it is hoped the field work will be completed before the monsoon.

JORHÁT.

26. The entire length of the line (23 miles) from Dhali to Baraghop the cold weather river terminus and the branch line from Chenimara junction to Mariani (7 miles) were open for goods traffic during the current year. The section between Jorhát and the river terminus was opened to coaching traffic on the 17th October 1885. The remainder of the line, that is from Jorhát to Dhali, and the branch line from Chenimara to Mariani will be inspected early in April 1886, with a view to passing it for coaching traffic. Two miles of line from Dhali, the present temporary terminus, to Titábar are under construction. These two miles will be opened for traffic at the commencement of the cold weather of 1886, when it is hoped the bridge over the Dhali River (35' span) will be completed.

CHERRA POONJEE MOUNTAIN.

27. During the year under report the earth and rockwork of the mountain Inclines were completed, also that on the upper Locomotive line from the top of the Inclines into Cherra Poonjee, $3\frac{1}{2}$ miles.

A very high flood in September did much damage to about 2 miles of the line in the plains, and it was found necessary to raise the formation level, which has been done during the working season; the permanent-way has been laid (7 miles) in the plains and on the mountain Inclines. Two locomotives and sixty wagons were received in July, also the iron work for 4 passenger carriages.

Three sets of drums for wire rope haulage have been completed, and the remaining four are being erected. The girder bridge over the Tharia river has been finished during the season; station buildings, &c., are well forward, and also station machinery, staff quarters, &c., &c.

An extension of about 8 miles from Company Gunj to Chhatak (on the Surmah river, and the terminus of the regular Steamer service) was surveyed, and the work is being plotted and estimated.

MADRAS.

28. The extension to Calicut as the Western terminus is making good progress and will, it is hoped, be ready for traffic by June 1887. The extension is

9 miles in length and will cost about 13 lakhs of rupees, of which $1\frac{1}{2}$ lacs will be payable by the Local Authorities in consideration of the large bridges being made available for ordinary traffic.

The project for the Pálghat town branch is still under discussion. The road bridge has been restored and made suitable for Railway traffic.

An agreement has been entered into with the Nilgiri Railway Company for the construction of a line from Met-
Mettupálayam-Ootacamund. tupálayam to the Nilgiris, the Govern-
ment providing the land and guaranteeing 3 per cent. interest during construc-
tion. After opening, the provincial government agrees to make the gross earn-
ings up to 2 lacs per annum. Under orders of the Secretary of State, arrange-
ments for raising the money are to be made in India, where the Company is
domiciled. The agreement contemplated a line from Mettupálayam to Coonoor,
of which the hill portion would be on the rack system, but a proposal has recently
been made to construct a line from Mettupálayam to Ootacamund similar to
the Darjeeling-Himalayan Railway on a gauge of 2 feet with ruling gradient
of 1 in 30 worked by ordinary adhesion. This point is still under consideration.

The Bellary branch of the Madras Railway from Guntakal to Bellary has
Bellary-Guntakal. been sold to the Southern Mahratta Rail-
way for Rs. 30,00,000, and will be
made over on the 1st July to that Company, who will adapt it for
metre gauge traffic. The broad gauge will be retained to meet emergencies,
but ordinarily metre gauge trains only will be run. The new junction station
at Guntakal, now under construction by the Bellary-Kistna Railway, is 2 miles
from the site of the present Guntakal Station, which will be ultimately
abandoned.

To meet the increase in weight of engines during recent years, it has been
found necessary to strengthen the girders of many of the bridges. This work
is now nearly completed, and with the exception of 3 large bridges on the north-
west and one on the south-west line which have to be re-built, they are now
fully up to requirements. Of the above bridges, that over the Penner river
is at present in hand.

The arrangements for the introduction of the Block system are now prac-
tically completed, and a large portion of the line is now being worked on that
principle.

The buildings undertaken during the year have been the improvements of
stations, especially Arkónam junction, and the provision of quarters for the
staff.

SOUTH INDIAN.

29. The principal works on the South Indian Railway are those in connec-
tion with the restoration of the flood damages described in last year's report and
enlargement of water-ways. The only two bridges which have not yet been
re-opened for traffic are those over the Vikravandi river and Gingee river
(Pondicherry branch). Additional water-way is being given at many points,
but this work will not be completed for about 2 years. The chief additions now
in progress are eleven 40-foot spans to the Karunguli bridge, one 120-foot
and one 30-foot spans to the Vikravandi bridge, raising the piers of the
Gingee bridge 7 feet, and the provision of a new bridge of ten 30-foot openings
in the 98th mile. In some places the line has been lowered to the level of
the surrounding country in order to allow extraordinary floods to pass over it
without doing serious damage.

The improvement of the alignment of the beach extension, Madras, is
nearly completed.

The general offices at Trichinopoly are almost finished and will be occupied
shortly. The new Engineering workshops at the same station are practically
completed, and the extension of the Locomotive workshops at Negapatam is
in hand.

The 40-lbs. permanent-way with which the line was originally laid being considered too light, renewals are now being made with 50-lbs. bull-headed rails on cast-iron pot sleepers.

No further action has been taken with regard to the extension of the line from Tinnevely to Quilon, but the Travancore Government are still in favor of the Northern and more expensive route.

The South Indian Railway have declined to construct the projected line from Májavaram to Mutupet as part of their system, but are prepared to form a separate Company for the purpose. The terms proposed by them are a 4 per cent. guarantee by the Tanjore District board, and one-half of the net profits. The matter is still under consideration.

STATE RAILWAY SURVEYS IN MADRAS.

IMPERIAL SURVEYS.

30. The projected system of metre gauge famine protection lines includes—

(1) A line from Guntakal junction to Hindupur, to be eventually extended to join the Tímkúr branch of the Mysore State Railway.

(2) An extension of the Cuddapah-Nellore Line from Tirupati *via* Kadiri to join No. (1) at Dharmavaram.

(3) A line from Villupuram on the South Indian Railway to Vellore on the Madras Railway, and thence *via* Chittoor to join No. (2) near Damalchern.

The working survey and estimates for the Guntakal-Hindupur extension, 111 miles in length, have been completed, and the earthwork for about 50 miles of line was executed during the dry season of last year as a famine relief work.

On the Tirupati-Dharmavaram line, 166 miles, the staking out is completed and the working project is expected to be ready by June 1886, and although the final estimates will occupy some time longer, work could be begun on completion of the project. A preliminary estimate has been forwarded to the Government of India.

The line between Villupuram and Vellore was originally surveyed *via* Arnee and Arcot, but it has now been decided to adopt a more direct line, by which the length will be reduced by 10 miles. The necessary surveys for this purpose have been made and the greater part of this line is staked out as well as the whole length between Vellore and Damalchern.

The total distance from Vellore to Damalchern will be 137 miles. The working project is expected to be ready by September 1886.

PROVINCIAL SURVEYS.

31. These include—

(1) A line from Pálghat on the Madras Railway to Dindigul on the South Indian Railway.

(2) A line from Porto-Novo on the South Indian Railway through Kallikurchi to Salem on the Madras Railway.

A preliminary survey for the Pálghat-Dindigul line has been completed and the preliminary estimates will be submitted during 1886. The length will be about 107 miles *via* Dharapuram or 100 miles *via* Pulney.

A preliminary survey of the Porto-Novo-Salem line was begun in November 1885, and the preliminary project is expected to be ready by June 1886. The preliminary estimate will be submitted before the end of the year. The length of this line will be about 110 miles.

Porto-Novo-Salem.

GREAT INDIAN PENINSULA.

32. The new offices at Bombay are so nearly completed that the Chief Administrative offices have been moved into the building. The new Byculla overbridge at Bombay was completed and handed over to the Municipality at the end of 1885, and the Nesbit Lane overbridge has been vigorously commenced; on the completion of this work the quadrupling of the line from Bombay to Parel may be taken in hand.

The work on the doubling between Bhusáwal and Khandwa and Bhusáwal and Shegaon has made satisfactory progress during the year. The new station at Hotgi, which is the junction of the East Deccan line of the Southern Mahratta system, has been completed and is in use.

BOMBAY, BARODA AND CENTRAL INDIA.

33. The extension of the double portion of the Bombay, Baroda and Central India Railway between Andheri and Virár was opened for traffic during the year, and some progress was made in the work of doubling the portions between Kánkra Khádi and Sachin and between Ahmedabad and Bárejadi.

Godhra-Rutlam.

Nothing further has been done during the year in the matter of the Godhra-Rutlam Extension.

OUDH AND ROHILKHAND.

34. The whole of the superstructure masonry of piers and abutments, with trifling exception, has been finished off. The main girders of spans Nos. 1, 7 and 6 have been erected and the screw piled staging at No. 5 span has been practically completed ready for a commencement of the erection of the main girders early in April. Four out of the 7 large spans will therefore almost certainly be completed before the rains of 1886. The remaining 3 spans, *viz.*, Nos. 2, 3 and 4, being those where the deepest water occurs, will involve somewhat increased difficulties, but the completion of the large spans may be looked for at the end of the working season of 1887, and of the whole bridge early in the cold weather of the same year.

On the 1st January 1886, the whole length of the Northern Extension to Saháranpur, together with a portion of the Hardwar branch from Lhaksar Junction to the Ganges Canal near Jawálapur, was opened for traffic with diversions at the sites of unfinished bridges, and a temporary bridge across the Ganges at Bálawala; this bridge will be removed before the rains, and the traffic will be worked by a ferry.

At the end of March all bridges were completed and opened for traffic, except the following :—

Main Line—

Ganges bridge at Bálawala	...	...	11 spans of	256'
Bangunga Bridge	...	...	14 "	100'
Solani bridge	...	...	11 "	150'
Chain 1468	...	...	3 "	40'

Hardwar Branch—

Pathri Bridge	...	...	5 "	60'
Ganges Canal	...	...	1 "	255'
Jawálapur	...	...

With the exception of the Ganges at Bálawala there should be no difficulty in completing all the above bridges before the rains of 1886.

The Ganges Bridge at Bálawala has made good progress during the year.

Ganges Bridge at Bálawala. With the exception of No. 1 pier, which was only commenced after the rains of 1885, and a trifling amount of sinking still to be done on piers 7, 9, 10 and the right abutment, foundation work is completed. It is probable that the greater part of the superstructure brickwork will be finished this season and possibly girder erection commenced, so that the completion and opening of the bridge may be expected at the end of the working season of 1887.

As soon as the questions still pending with regard to compensations are settled, this branch could be opened within a very short period.

Ajodhya Branch.

The important work of re-jointing the line throughout with heavier and improved fish-plates was completed in July, with the exception of the Bahram-ghat Branch, on which it was not important to increase the speed during the rains. The re-jointing of this branch was completed in December. The great advantage derived by the Company from having carried out this improvement before the opening of their through route to Saháranpur, by enabling them to adopt faster speeds than would otherwise have been possible, is apparent.

The only other important works in hand during the year were the Lucknow Station water-supply from the Goomtee, now practically complete, and the construction of additional Locomotive accommodation at Goshainganj, Lucknow, and Chandausi.

BENGAL CENTRAL.

35. A survey has been made for a siding from the Dum-Dum Cantonment Station to the Small Arms Ammunition Factory, and the estimate is before Government. This siding would give direct railway communication to the factory, and would be of importance on completion of the bridge over the Hooghly. The only other works of importance have been in connection with flood damages alluded to further on in this report.

BENGAL AND NORTH WESTERN.

36. The Rapti bridge is now well advanced towards completion, and it is hoped it will be finished and opened for traffic early in June. At the end of March the masonry of eight piers had been completed and that of the remaining two piers had been built well above water level and would be finished in about 15 days. Two spans of girders have been erected and two others are in progress.

Rapti Bridge, 9 spans 150 feet.

The timber spurs erected before last rains to train the river were very effective, and prevented further erosion of the east bank. These spurs are now being strengthened with block kunker. The training works are very heavy and very expensive, and it will take some years before they are thoroughly established.

The traffic across the river was worked by a ferry during the rains. For the dry weather a temporary line has been laid down and the river spanned by a temporary bridge.

The Uska branch line will connect the important trading markets of Dhani and Uska with the main line at Gorakhpur.

Uska Branch, 39.252 miles.

The survey was begun in April 1885, and construction in the beginning of November 1885. Up to date the earthwork, with the exception of the high banks at the Chillua Tal and the Rohine river, is practically completed, the minor bridges are finished, and all the large bridges are in hand, and have made good progress. The station offices and permanent staff quarters are all in hand. The collection of ballast is well advanced. 11 miles of permanent way have been laid, and had sleepers been obtainable the whole line might have been ready to open for traffic by the beginning of this month.

Sleepers are now coming in fast, and the permanent-way should be completed by the end of this month or beginning of May. It is proposed to open the branch for traffic immediately after the rains.

This extension will connect Nanpara and the important mart of Naipálganj with the main line at Bahraich. It should also enable the Railway to secure the large traffic that now passes through Nanpara to Khairi Bazar, to be exported by the Gogra river.

The survey was begun in April 1885, and construction in the end of November 1885. Up to date the earthwork has been practically completed, the minor bridging between Bahraich and Nanpara is finished, and that between Nanpara and Naipálganj is well in hand. Platelaying has been begun, and should be finished early in May.

It is proposed to open the extension for traffic immediately after the rains.

HIS HIGHNESS THE NIZAM'S.

37. The principal work on His Highness the Nizam's Guaranteed State Railway Company, Limited, has been the construction of the section of a Railway from 1.25 miles beyond the Secunderabad station to Warangul, a distance of 87 miles. The permanent-way began to arrive from England in April 1885, all works were completed and the line laid by the end of March 1886, when the Consulting Engineer for Railways, Madras, inspected the Railway prior to opening to public traffic. The country traversed by the new line between Secunderabad and Warangul required no large bridges.

The line is laid with steel rails 64½ lbs. per yard on steel sleepers weighing about 120 lbs. each.

Survey operations have been extended to Bezvada on the left bank of the Kistna; about 21½ miles of this section between the frontier of the dominions of His Highness the Nizam and Bezvada, being in British territory.

The estimates for the second section of this Railway from Hanamkonda (Kazipett) to Dornakul with a mineral branch to Singareni coalfields, 69¾ miles, have been sanctioned, and work will be commenced as soon as possible.

MYSORE.

38. On the open line no works of importance were in progress during the year. The plans and estimates for the extension to Harihar have been completed.

Tiptur-Harihar Extension, 124½ miles. The estimate amounts to Rs. 49,29,939, or at the rate of Rs. 39,607 per mile.

The plans and estimates for the extension from the Mysore terminus to the town of Nunjengode are completed.

Mysore to Nunjengode Extension, 14½ miles. The total estimate is Rs. 5,50,735, or Rs. 38,378 per mile if the existing road bridge is used, but if a special bridge over the Katani river is built for the Railway the estimate is Rs. 6,52,661, or Rs. 45,481 per mile. The population of Nunjengode in 1881 was 5,208, but there are temples of great repute there which a large number of pilgrims visit.

Surveys are now being carried out for a Railway to connect Bangalore City with the Guntakal-Hindupur Branch of the Bellary-Kistna Railway, at the Mysore Frontier; from Bangalore to the

Bangalore to Hindupur. Frontier is about 50 miles, and from the Frontier to Hindupur, 8 miles.

JODIPORE.

39. The Pachpadra Branch, 59¾ miles long, was commenced in August. The earthwork except the last 3 miles is finished. Bottom ballast is laid over

Pachpadra Branch. about 45 miles, and top ballast is collected

in stacks alongside the line for about 30 miles. Culverts are in hand. Stations and staff quarters at Balotra and Sumduri are ready for roofing. Permanent-way materials have been ordered from England.

BENARES-CUTTACK-PURI SURVEYS.

40. The working plans and estimate of the line from Moghal Sarai to Puri were completed and submitted to Government at the end of September 1885.

Moghal Sarai-Puri.

Orders for a location survey with working plans and estimates for a line from Pachpara (a proposed station on the Nágpur-Bengal Railway) to Cuttack

Pachpara-Cuttack.

having been issued by Government of India, three survey parties were sent out early in November.

The located line is approximately 175 miles in length, in addition to which 7 miles of branch line to serve Cuttack may be added, total 182. The line passes through the civil station of Sumbulpur, through the Talcher coal-field, and is connected with the located line of last season between Cuttack and Puri, crossing the Mahanadi river at Naraj, 8 miles west of Cuttack.

This line was suggested as an alternative pilgrim line instead of that portion of the Benares-Cuttack Railway which started from the Nágpur-Bengal Railway North of Chyebassa and passed through Singhbhoom and Keonghur.

As regards cost of construction, prospects of traffic, gradients and curves the Pachpara-Cuttack line is considered vastly superior to that mentioned in last paragraph, and is said to be very favourably thought of by civil officers who know the country.

As this proposed line would afford facilities for travelling to Puri only to pilgrims from Central Provinces and Western India, a line has been projected which would connect Pachpara with the located line of Benares-Cuttack Railway at Suthburwa, 16 miles east of Daltongunj.

Reconnaissance of Line from Pachpara to Suthburwa on Benares-Cuttack Line.

Such a line, it is believed, can be constructed at a cost not exceeding the Benares-Cuttack Railway main line. The length from Pachpara to Suthburwa would be about 185 miles.

The only serious difficulties to be encountered are the ascent and descent of the Lohardugga plateau which is 1,200 feet higher than both Pachpara and Suthburwa. On the south side a gradual rise can be obtained from Pachpara to the foot of the plateau at the south-west corner of Lohardugga near the village of Dumardib, 75 miles from Pachpara. Here there is a much frequented Ghât, having 700 feet rise in 8 miles, by which all the traffic of Western Lohardugga is conveyed southwards to Gangpur and Sumbulpur. A gradient of 1 in 50 is certainly practicable and possibly on further survey this may be improved.

The line on the plateau would run out by the valley of the South Koel river into the valley of the North Koel, descending gradually as far as Kookoo, 18 miles from Suthburwa, with gradients not exceeding 1 in 100, but at this point a range of hills jut out from east to west into the valley of the Koel, which turns off due west, and this portion of the alignment is still doubtful.

BENGAL ASSAM SURVEYS.

41. The year has been employed in completing the surveys and estimates of this project, which are expected to be submitted entire in September 1886. The total length of line from Chittagong to Makum junction on the alignments recommended will be about 590 miles, and of the surveyed branches another 160 miles.

The ruling gradient adopted so far in the hills is 1 in 70 and in the plains 1 in 150.

KATTYWAR.

42. The survey of the Junágarh-Veráwal Railway, which is proposed by the Junágarh Darbar, to connect Dhoráji on the Bhávnagar-Gondal Railway with the port of Veráwal *via* Junágarh, has been commenced, the work being under the supervision of the Manager and Engineer-in-Chief of the Bhávnagar-Gondal Railway.

The first section of the Wadhván-Morvi Railway, a light railway on the 2' 6" gauge, was opened for passenger traffic from Wadhván to Dholia on the 11th March. The length is $23\frac{3}{4}$ miles; the steepest gradient 1 in 100. The permanent-way is of steel rails 19lbs. to the yard with transverse steel sleepers 3'6" long by 5" wide spaced 10 to the 24-feet rail. The engines are of two classes, the heaviest with six wheels coupled, weighs 10 tons, with a load of $3\frac{1}{2}$ tons on a pair of driving wheels. The upper class passenger vehicles seat 12, the lower class 24. The goods stock varies in capacity from bogie wagons carrying 5 tons to small covered wagons to carry 3 tons. The line is single with three intermediate crossing stations; it is at present worked on the staff and ticket system, but the question of providing it with a telegraph is under consideration. The estimated cost at present stands at Rs. 15,440 per mile.

KALKA-SIMLA SURVEY.

43. The main portion of the field work, *viz.*, preliminary surveys, pegging out the centre line and longitudinal section will probably be completed by the end of June, the detailed survey and cross sections requiring some time longer.

44. The statement on pages 32 and 33 shows the mileage of permanent-way on Indian Railways laid with timber, iron and steel sleepers respectively.

Statement showing the annual progress made in the length

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Statement showing the mileage of track, including sidings, on Open Lines of Railway in India, laid with the different kinds of sleepers.

Railway.	MILES OF TRACK (INCLUDING SIDINGS) LAID WITH			Timber and iron bowl or plate sleepers in- termixed.	Total.	Remarks.
	Timber sleepers.	Cast iron sleepers.	Steel sleepers.			
STATE IMPERIAL.						
EAST INDIAN	1,492.29	533.30	...	332.25	2,357.84	(a) Includes 23.80 miles wrought-iron.
RAJPUTANA-MALWA, INCLUDING RE- WALI-FEROZEPUR.	1,474.38	(a) 136.40	...	...	1,610.78
PATRI	23.83	...	...	...	23.83
SINDIA	82.82	...	...	...	82.82
DHOND-MANMAD	5.30	154.40	...	...	159.70
SOUTHERN MAHRATTA	150.49	...	187.39	...	337.88	
EASTERN BENGAL	234.01	(b) 57.91	...	...	291.92
WARDHA COAL	56.43	...	...	...	56.43
PUNJAB NORTHERN	498.48	0.98	0.45	...	499.91	
INDUS VALLEY	714.68	20.50	...	...	735.18
Total State Imperial	4,732.71	903.49	187.81	332.25	6,156.29	
STATE PROVINCIAL.						
PATNA-GHA	8.81	...	54.20	63.04	(c) Includes wrought-iron sleepers 4.41 miles.
DURGAMCHER	13.95	...	...	...	13.95
BARILLY-PATILHE	36.00	...	...	...	36.00
NAHAU	27.77	1.00	...	...	28.77
TIRHOO	169.00	87.00	...	...	256.00
NORTHERN BENGAL	261.40	11.43	(c) 8.50	...	281.33	
KATWA-DHARMA	39.53	...	...	...	39.53
DACCA	98.96	...	...	...	98.96
CAWNPUR-ACHNERA	274.07	...	...	...	274.07
AMRITSAR-PATHANKOT	73.89	...	...	...	73.89
NAGPUR-CHHATTISGARH	163.86	...	...	...	163.86
BURMA	375.93	375.93	There is also a variable length of about 5½ miles from Gosáigam to cold weather ghát at Baraghop.
JORHAT	25.00	...	...	...	25.00
Total State Provincial	1,559.34	108.27	8.50	54.20	1,730.31	

Statement showing the mileage of track, including sidings, on Open Lines of Railway in India laid with the different kinds of sleepers—contd.

Railway.	MILES OF TRACK (INCLUDING SIDINGS) LAID WITH			Timber and Iron bowl or plate sleepers in- termixed.	Total.	Remarks.
	Timber sleepers.	Cast iron sleepers.	Steel sleepers.			
GUARANTEED COMPANIES.						
MADRAS	53·55	951·18	...	...	1,004·73	
SOUTH INDIAN	580·26	134·35	6·95	...	721·56	
GREAT INDIAN PENINSULA	762·80	1,069·70	...	...	1,832·50	
BOMBAY, BARODA AND CENTRAL IN- DIA.	327·70	(e) 243·86	...	...	571·56	(e) Includes 15·53 miles wrought-iron.
ODDH AND ROHILKHAND	9·01	(f) 590·06	102·05	...	701·12	(f) Includes wrought- iron saddle sleepers ... 84·79 Corrugated wrought- iron pressure plate sleepers ... 17·58 102·37
SIND, PUNJAB AND DELHI	443·29	393·53	...	...	836·82	
Total Guaranteed Companies...	2,176·61	3,382·68	109·00	...	5,668·29	
ASSISTED COMPANIES.						
DARJEELING-HIMALAYAN	51·00	...	...	...	(g) 51·00	(g) Excluding sidings.
BENGAL CENTRAL	144·98	...	...	...	144·98	
DEOGHUR	4·76	...	...	...	4·76	
BENGAL AND NORTH WESTERN	334·00	...	...	...	334·00	
TÁRAKESHWAR	0·87	24·13	...	...	25·00	
ROHILKHAND-KUMAUN	57·00	...	...	...	57·00	
THATÓN-DUTINZAIK	1·38	(h) 6·62	...	...	8·00	(h) Patent wrought-iron trans- verse sleepers.
ASSAM	79·25	...	...	...	79·25	
Total Assisted Companies	673·24	30·75	...	...	703·99	
OTHER COMPANIES.						
PONDICHERRY	9·60	...	...	...	9·60	
Total Other Companies	9·60	...	...	...	9·60	
NATIVE STATES.						
BERAR LINES	1·70	12·00	...	...	13·70	
BHOPAL-ITÁRSI	41·20	...	24·05	...	65·25	
HIS HIGHNESS THE NIZAM'S	42·50	83·97	6·00	...	(i) 132·47	(i) Excluding Trimalgherri troop siding.
HIS HIGHNESS THE GAEKWAR'S	64·29	...	...	...	64·29	
BHÁVNAGAR-GONDAL	216·45	...	...	...	216·45	
MYSORE	150·38	...	...	...	150·38	
JODHPORE	64·00	...	...	...	64·00	
RÁJPURA-PATÁLA	18·06	...	...	...	18·06	
Total Native States	598·58	95·97	30·05	...	724·60	
GRAND TOTAL	9,750·08	4,521·16	335·39	386·45	14,993·08	

CHAPTER III.

FUEL CONSUMPTION AND SUPPLY.

The total fuel consumed on the Indian Railways during the year 1885 compares as noted below with that of 1884 :

Fuel consumption.

Year.	COAL.		Coke.	Patent fuel.	Wood.
	English.	Country.			
	Tons.	Tons.	Tons.	Tons.	Tons.
1885	225,721	476,277	10,439	23,117	255,178
1884	197,312	436,804	12,805	18,657	216,443

2. Particulars regarding the source and description of fuel in use on the principal lines, its average cost per ton, and consumption per train-mile are given in the following table :—

Railway.	Gauge.	Source and description of fuel used.	Total consumed.	Average cost per ton.	PER TRAIN-MILE.		Consumption per 1,000 gross ton-miles during the first half of 1885.
					Consumption.	Cost	
			Tons.	Rs.	lbs.	As.	lbs.
STATE IMPERIAL.							
EAST INDIAN	5' 6"	Bengal Coal	203,356	2-13	47-56	0-72	137-89
RAJPUTANA-MALWA	3' 3 1/2"	English and Bengal Coal, principally the latter.	86,064	20 10	33-95	4 57	189-53
SOUTHERN MAHARATTA	3' 3 1/2"	English Coal and wood, principally the former.	4,722	28-01	27-36	5-47	202-98
EASTERN BENGAL	5' 6"	Bengal Coal	22,122	8-01	46-43	2 66	196-34
WALDHA COAL	5' 6"	Wardha Coal	3,225	3 00	92-00	2-00	383-05
PUNJAB NORTHERN	5' 6"	English, Bengal and Salt range Coal and wood.	17,295	23-28	31-77	5 78	149-59
INDUS VALLEY	5' 6"	English Coal, Patent Fuel and wood, principally the latter.	(a)122,915	5-68	(a)117-13	4-76	(a)304-01
STATE PROVINCIAL.							
BAREILLY-PILBHELT	3' 3 1/2"	Wood	747	3 14	57-00	1-40	Information not available.
NALHATI	1' 0"	Bengal Coal	368	6 97	19-76	0-98	347-73
TIH HOO	3' 3 1/2"	Ditto	6 511	8 98	32 62	2 09	219-70
NORTHERN BENGAL	3' 3 1/2"	Ditto	10,369	10 78	32-39	2 49	212 80
KAUNIA-DHAKA	2' 6"	Ditto	805	16 02	25-33	2 90	612-57
DACCA	3' 3 1/2"	Ditto	878	12 12	26-31	2 33	143-35
CAWNPORE-ACHINERA	3' 3 1/2"	Ditto	6,783	15 62	31-16	3 17	247-66
NAGPUR-CHHATTISGARH	3' 3 1/2"	Wardha Coal	9,555	8 00	51 00	3-00	266-74
BURMA	3' 3 1/2"	Patent Fuel and wood, principally the former.	6,783	19 71	21 30	2-99	121-44
JORHAT	2' 0"	Makum Coal	149	21-00	54-00	8-00	898-37
GUARANTEED COMPANIES.							
MADRAS	5' 6"	Wood and Patent Fuel, principally the former.	(a)105,201	5-53	(a)92-71	3-66	(a)431-84
SOUTH INDIAN	3' 3 1/2"	English and Australian Coal, principally the former.	21,416	16-32	26-74	3-12	184-26
GREAT INDIAN PENINSULA	5' 6"	English, Wardha, Mopani, Bengal and Umaria Coal and wood, but principally English Coal	186,403	12-00	47-21	4-05	173-62
BOMBAY, BARODA AND CENTRAL INDIA	5' 6"	English Coal and wood, a very small percentage of the latter	43,827	16-08	44-53	5-12	126-41
ODISH AND ROHILKHAND	5' 6"	Bengal Coal	31,053	11-17	35-96	2-95	144-98
SIND, PUNJAB AND DELHI	5' 6"	English and Bengal Coal, Patent Fuel and wood.	57,805	17-35	38-63	4-79	142-49
ASSISTED COMPANIES.							
DEOGHUR	3' 3 1/2"	Bengal Coal	198	5-12	31-00	1-12	Information not available.
BENGAL AND NORTH WESTERN	3' 3 1/2"	Ditto	7,561	12 00	29 68	2-56	218-00
ROHILKHAND-DUMAUN	3' 3 1/2"	Wood	(a)1,721	3-75	(a)53-72	1-41	(a)415-16
ASSAM	3' 3 1/2"	Makum Coal	1,265	7-12	32-10	1-63	Information not available.
NATIVE STATES.							
HIS HIGHNESS THE NIZAM'S	5' 6"	Wood (obtained locally)	(a)13,418	3-54	(a)85-94	2-17	(a)410-29
HIS HIGHNESS THE GAHAWAR'S	2' 6"	English Coal and wood	590	20-97	21-14	3-17	396-64
BHAVNAGAR-GONDAL	3' 3 1/2"	English Coal	3,284	20-66	22-86	3-37	159-60
MYSORE	3' 3 1/2"	Wood (Forest Department)	(a)6,493	4-66	(a)100-57	3-35	(a)715-09
JODHPUR	3' 3 1/2"	Bengal Coal	594	28-69	24-50	5-25	Information not available.

(a) In terms of wood.

3. The East Indian Railway collieries at Kurhurbaree and Serampore supplied 1,79,977 tons of steam coal for use on the Undertaking, the issue price for the June half-year being Rs. 2-3 per ton, for the December half-year Rs. 2-8 per ton.

4. At the Warora Colliery the out-put of coal for the year ending 31st March 1886 was 96,258 tons, being 1,197 tons less than that of the previous year. The reduced out-put is due to an outbreak during March 1886 of gas in some of the pillar workings known as the "South-East Broken," which retarded the work for about ten days, and the breakage in the same month of one of the winding Engine crank shafts, which for some days completely stopped work at No. 4 pit. A new shaft for ventilating the whole mine was commenced, and nearly finished during the year. The "Waddle fan," which is to be fitted to it, has arrived.

5. At the Umaria Colliery during the year ending 31st December 1885, 6,272 tons of coal were put out, of which 2,921 tons were sold, and 3,351 tons stacked. The rates at present paid to the contractors for cutting and raising coal amount to Rs. 3 per ton at the shaft, and Rs. 2-8-0 at the inclines. The winding engine-house and chimney and boiler-house at No. 3 pit, which will be the principal winding shaft, are in course of construction, also lines for the accommodation of the coolies. The necessary sidings are also being laid on.

6. On the 31st March 1885, the experimental boring alluded to in last year's report had reached a depth of 300 feet, in spite of many difficulties and obstacles. The veins of oil struck at the depths 28 feet and 56 feet had been tested, and a rich supply was found. The boring was continued during April, May, and June; but during July, August, and September the work was stopped owing to the intense heat.

By the end of June the boring had reached a depth of 524 feet. A test of this boring was made at 390 feet, and resulted in an outturn of 160 barrels in 36 hours, a barrel being taken equal to 35 gallons. A further test of the first boring at 524 feet was made, and this test established the yield of the well at 400 gallons per day at that depth. These tests were both made with a 2-inch pump.

During the cessation of work in the months of July, August, and September, floods and storms occurred at Khatun which swept away the oil which had been stored in an impromptu tank, and overthrew the derrick.

A second boring was commenced in November last. Progress has been difficult not only owing to the nature of the shale soil, but also to the fact that the veins struck filled up the bore hole with a viscous oil, thus impeding the fall of the tools, and necessitating much work in casing, &c.

The different veins struck were at 62 feet, 92 feet, 115 feet, 125 feet, and 133 feet. The oil obtained is very thick and of a brown-black colour. It has a sulphurous odour, and is very viscous. It is used as fuel in the boiler at Khatun, and a supply has been sent to the Sukkur Railway shops for trials in the boilers, both stationary and locomotive.

The second boring was carried to a depth of 235 feet, and oil was struck six or seven times, rising each time to within 15 feet of the surface. The borings are now suspended, and efforts are being made to raise sufficient oil for a six months' trial of its use as locomotive fuel.

7. The first trials of the oil as locomotive fuel were made at Sukkur on the 30th March, with an engine fitted up for the purpose, and were, as far as they went, most satisfactory. In a subsequent experiment favorable results were obtained with the engine pulling a full loaded train, and the important question that now remains to be settled is what supply can be counted on, and at what cost? Trials are also being made as regards the use of the oil as a lubricant.

8. The following extracts from a report by Dr. Warth, the officer in charge of the Coal Explorations in the Punjab Salt Range near Pind Dadan Khan, gives a *resumé* of the whole work of exploration up to date, and the results so far attained :—

The two plateaux which were specially examined are Dandot with Pid of about 3 square miles area, and Laknach with Chittidand of about 2 square miles: total 5 square miles. The plateaux are capped by nummulitic limestone of about 250 feet thickness, and underneath are shales and sands with coal.

Some coal crops out on the scarps, and in most cases it is possible to examine the coal by drifts from the outside in the scarp. The length of drifts made in the scarp is 5,070 feet, including 542 feet made last year. These drifts, about 40 in number, exposed the coal strata over an aggregate length of 2,056 feet. About four-fifths of the coal strata thus exposed were shown to be pure coal with a mean thickness of 19 inches.

In addition to the drifts in the scarp, three inclined shafts were also sunk on the plateaux through the covering of limestone, but not yet deep enough to reach the coal. The shaft on the Dandot plateau reached a depth of 241 feet without getting quite through the limestone.

Two bore holes were sunk on the Dandot plateau 2,000 feet apart. One came to a seam of good coal 18 inches thick at a depth of 340 feet. This bore hole is now 360 feet deep, and will be continued to ascertain if the water will drain off through the underlying sandstones. The other bore hole showed a trace of coal at 300 feet depth, and is being continued in coal shale (depth reached 331 feet).

Coal was also excavated for the use of the railway and stored at Khewra station. The outturn was raised from 40 tons a month to 300 tons, the total outturn for the budget year being 1,500 tons. The excavated portions of the seam were on an average 24 inches thick, in one case at Pid, 60 inches. Twelve inches would still be workable.

The specific gravity of the coal was determined by Dr. Murray Thomson of Roorkee, and found 1.29. His analysis of two selected pieces of coal—(a) from Chittidand, (b) from Dandot—are as follows :—

			(a)	(b)
Volatile and water	...	...	45.76	42.12
Ash	...	...	6.75	3.36
Fixed carbon	...	...	47.49	54.52
			<hr/>	<hr/>
Total	...	...	100.00	100.00
			<hr/>	<hr/>

Including all coal 10 inches thick and more, the quantity available at Dandot plateau would be about 1 million tons, and at Laknach and Chittidand $\frac{1}{2}$ million tons: total $1\frac{1}{2}$ million tons.

9. A concession has been granted to Messrs. Watson and Stewart of London, by the Government of His Highness the Nizam, giving the right to carry on mining operations within the territories of His Highness, and active measures are now being taken to organize means of sinking a trial shaft in the best position that can be selected in the coal fields of Singareni.

10. The Makum Coal is used on the Assam Railway Company's line and on the Jorhat Railway but has not yet been brought into use for Locomotive purposes on any other line.

CHAPTER IV.

STORES—ROLLING STOCK.

The total expenditure on State Railway stores purchased in England through the agency of the India Office during the twelve months ended the 31st December 1885 has been—

				£
A.—Iron bridgework	...	...	...	234,410
B.—Engineer's plant	...	...	...	8,503
C.—Workshop machinery	...	...	...	17,604
D.—Permanent-way	...	...	...	1,129,457
E.—Locomotive and rolling stock	...	...	...	413,217
F.—Station materials and fencing	...	...	...	30,222
G.—Tools and stores	...	...	...	32,360
Total				1,895,778

2. The total expenditure by the Port Storekeepers for State Railway Stores purchased locally during 1885-86 has been—

					Rs.
Calcutta	...	...	...	...	14,29,000
Bombay	...	...	...	...	10,58,830
Kurrachee	...	...	...	...	15,13,000
Total				...	40,00,830

3. The cost of the several Port Store establishments for the official year 1885-86 has been—

					Rs.
Calcutta	...	...	...	...	23,053
Bombay	...	...	...	...	27,693
Kurrachee	...	...	...	...	17,929
Total				...	68,675

4. The number of ships employed in bringing out State Railway stores during the calendar year 1885 was—

					No.	Tons.
To Calcutta	...	...	...	...	113	47,285
„ Bombay	...	...	...	...	93	17,298
„ Kurrachee	...	...	...	...	86	102,925
„ Madras	...	...	...	...	29	19,084
„ Rangoon	...	...	...	...	11	1,294

Insurance.

5. There were no losses of stores at sea during 1885-86.

6. During the calendar year 1885 the reserve stores at the three ports
Reserve stores. were reduced to the extent shown below :

Store depot at				Balance on 1st January 1885.	Balance on 31st Decem- ber 1885.	Decrease.	Increase.	Remarks.
				£	£	£	£	
Calcutta	...	...	...	36,173	36,800	...	127	The conversion of "Indian " into "English" currency has here been made on the basis of Rs. 10 being equal to £1
Bombay	...	...	...	21,112	13,865	7,747	...	
Kurrachee	...	.	...	15,710	10,071	5,639	...	
Total			...	72,995	59,736	13,386	127	
Net decrease			...	...	...	13,259	...	

7. The most important feature in the stores working of the year has been the landing and forwarding from Kurrachee of the large quantity of supplies required for the prosecution of the frontier railways, and for the reserve of material ordered to be collected in the Pishin Valley. This, though at times severely taxing the arrangements at that port, has in the main been successfully carried out by the Department.

Table showing the number of Locomotives and Vehicles on the various Lines.

RAILWAY.	LOCOMOTIVES.		COACHING VEHICLES.		GOODS VEHICLES.		BRAKE-VANS.		TOTAL NUMBER OF VEHICLES.		Remarks.
	Number on 31st Decem-ber 1884	Number on 31st Decem-ber 1885	Number on 31st Decem-ber 1884	Number on 31st Decem-ber 1885	Number on 31st Decem-ber 1884	Number on 31st Decem-ber 1885	Number on 31st Decem-ber 1884	Number on 31st Decem-ber 1885	Number on 31st Decem-ber 1884	Number on 31st Decem-ber 1885	
5' 6" GAUGE.											
STATE IMPERIAL.											
EAST INDIAN	558	576	1,178	1,218	8,551	8,951	341	341	10,070	10,510	
EASTERN BENGAL .. .	72	82	305	301	1,571	1,639	48	48	1,921	1,961	
WARDHA COAL .. .	7	7	11	11	288	325	10	10	312	349	
PUNJAB NORTH-WESTERN ..	82	82	260	261	1,252	1,252	118	112	1,630	1,625	
INDUS VALLEY .. .	167	189	301	310	2,879	3,052	112	107	3,292	3,469	
STATE PROVINCIAL.											
AMRITSAR-PATHANKOT .. .	5	5	21	21	40	130	5	5	69	159	
GUARANTEED COMPANIES.											
MADRAS	157	149	465	493	2,810	2,820	138	138	3,443	3,419	
GREAT INDIAN PENINSULA ..	490	512	910	(a) 979	7,778	7,783	566	535	9,251	9,300	
BOMBAY, BARODA AND CENTRAL INDIA	103	123	356	356	3,630	3,258	63	68	5,449	5,082	
ODISH AND ROHILKHAND ..	125	141	330	357	3,147	3,157	75	90	3,572	3,501	
SIND, PUNJAB AND DELHI ..	159	159	563	593	3,390	3,093	117	127	4,093	4,113	
ASSISTED COMPANIES.											
BENGAL CENTRAL			Included with the Eastern Bengal State Railway.								
NATIVE STATES.											
HIS HIGHNESS THE NIZAM'S RAJPUTANA-PATIALA ..	9	13	50	59	136	135	15	15	210	209	
		Worked	with Stock provided by the Sind, Punjab and Delhi Railway Company.								
TOTAL 5' 6" GAUGE ..	1,913	2,068	4,785	4,958	34,925	36,103	1,608	1,599	41,318	42,660	
METRE AND SMALLER GAUGE											
STATE IMPERIAL.											
RAJPUTANA-MATWA ..	373	360	995	1,070	5,981	6,319	236	257	7,115	7,646	
SOUTHERN MAHRATTA ..	31	69	62	122	577	757	17	27	656	906	
SIND-SAGAR EASTERN SECTION ..	12	14	33	33	221	224	10	10	267	267	
STATE PROVINCIAL.											
BAREILLY-PILIBHET ..		Worked	with Stock provided by the Rohilkhand-Kanpur Railway Company.								
NALHATI	4	1	12	12	24	21	2	2	34	34	
TIRHUT	31	37	100	102	507	531	20	20	627	653	
NORTHERN BENGAL ..	38	49	132	138	800	969	28	30	1,020	1,117	
KAUNIA-DHABLA ..	5	5	16	21	67	67	4	3	87	94	
DACCA		14		21		175		5		161	
CAWNPUR-ACHINTRA ..	35	35	150	161	517	517	11	26	681	707	
NAGPUR-CHHATTISGARH ..	25	27	52	66	726	752	18	21	736	842	
BURMA	47	52	235	305	1,432	1,597	30	41	1,647	1,915	
JORHAT	3	3		2	34	51	2	3	36	59	
GUARANTEED COMPANIES.											
SOUTH INDIAN	122	126	419	402	1,563	1,805	85	87	2,097	2,354	
ASSISTED COMPANIES.											
DARJEELING-HIMALAYAN ..	13		35		81				116		
DEOGHUR	2	2	10	10	6	6			16	16	
BENGAL AND NORTH WESTERN ..	11	40	37	153	175	714	7	32	219	929	
ROHILKHAND-KUMAUN ..		8		43		112		12		197	
ASSAM	12	12	13	11	283	380	13	13	309	407	
NATIVE STATES.											
HIS HIGHNESS THE GAEKWAR'S ..	6	6	27	27	187	187	6	6	220	220	
BRÁYNAGAR-GONDAL ..	20	20	111	115	549	589	22	22	682	726	
MYSORE	15	19	100	100	218	261	9	9	327	370	
JODHPUR	3	4	16	16	50	51	3	3	69	70	
TOTAL NARROW GAUGE ..	811	906	2,585	2,999	13,964	16,114	526	632	17,075	19,715	

Statement showing the number of Engines and Vehicles used in conveying traffic and

Railway	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
	Engines	CARRIAGES					
		First Class	Second Class	Third or intermediate class	Fourth or lowest class	Composite	Total number
STATE IMPERIAL							
EAST INDIAN	576	91	103	61	745	26	1,032
RAJPUTANA-MATWA	360	95	82	30	636	53	896
SOUTHERN MAHARAJA	69	8	2		88	7	105
EASTERN BENGAL	82	32	10	50	153	39	284
WARDHA COAT	7	1	1	5	6	1	14
PUNJAB NORTHERN	96	23	31	176		14	243
INDUS VALLEY	189	26	33	15	177	10	261
TOTAL STATE IMPERIAL	1,711	275	263	337	1,805	150	2,835
STATE PROVINCIAL							
BAREILLY-PITHORHUR			Worked with stock provided by the Rohilkhand Kumaun Railway.				
NALHATI	4	2	1	6		2	11
TIRHOOT	37	15	6	6	52	4	88
NORTHERN BENGAL	49	23	9	10	64	13	119
KAUNIA-DHARMA	5	1			19	4	24
DACCA	11	1	1	...	17	2	21
CANNING-ACHINIA	35	7	6		124	21	158
AMEERGAH-PAHANKOL	5	2	2		20	..	24
NAGPUR-CHHAILGAIH	27	1	2	38		18	59
BURMA	52	15	25		222	20	282
JORHAT	3					2	2
TOTAL STATE PROVINCIAL	231	67	52	60	518	86	788
GUARANTEED COMPANIES							
MADRAS	119	35	61	271		28	398
SOUTH INDIAN	126	23	26	21	320	30	420
GRAND INDIAN PENINSULA	512	83	150		493	73	799
BOMBAY, BARODA AND CENTRAL INDIA	123	22	42	210		18	322
ODISHA AND ROHILKHAND	141	52	4	20	252	2	330
SIND, PUNJAB AND DELHI	159	44	30	25	363	30	492
TOTAL GUARANTEED COMPANIES	1,210	262	316	577	1,428	181	2,761
ASSISTED COMPANIES							
BENGAL CENTRAL			Included with the Eastern Bengal Railway				
DIOGHUR	2			8		2	10
BENGAL AND NORTH WESTERN	40	8		4	117	13	142
ROHILKHAND-KUMAUN	8	12	...		30	..	42
ASSAM	12	1		7		5	18
TOTAL ASSISTED COMPANIES	62	21		19	147	20	207
NATIVE STATES.							
HIS HIGHNESS THE NIZAM'S	13	8	7	31	..		46
HIS HIGHNESS THE GAIKWAR'S	6	2	3	18	4	...	27
BHAYNAGAR-GONDAL	20	15	10	74	..	6	105
MYSORE	19	14	6	...	71	1	92
JODHPUR	4	2	1	10		1	14
RAJPUTANA-PATIALA			Worked with stock provided by Sind Punjab and Delhi Railway.				
TOTAL NATIVE STATES	62	41	27	133	75	8	234
TOTAL OF ALL RAILWAYS	2,974	668	660	1,125	3,978	445	6,870

the number of miles travelled by trains during the year ending 31st December 1885.

TRAFFIC			NUMBER OF TRAIN MILES RUN					Railway
Miscellaneous (coaching vehicles (excluding bikes)	Goods ve- hicles of all descriptions (excluding bikes)	Bike- vans	Passenger	Goods	Mixed	Total Passenger and Goods	Number of trains and bikes	
STATE IMPERIAL								
186	8,951	311	3,676,163	5,902,132	2,858,420	9,578,295	5,697 13	EAST INDIAN.
174	6,319	257	1,892,910	3,784,919	2,118 667	5,677,859	4,053 18	RAJPUTANA-MALWA.
17	757	27	135,968	250,629	210,071	396,597	1,479 3	SOUTHERN MAHARAJA.
20	1,639	48	585,779	48,161	178,960	1,667,213	4,560 86	CALCUTTA-BENGAL.
..	325	10	25,173	52,953	65,700	78,126	1,736 13	WARDHA COAL.
51	1,476	122	581,122	532,081	760,079	1,111,203	2,491 02	PUNJAB NORTHERN.
49	3,052	107	409,475	1,941,135	963,590	2,850,560	3,563 81	INDUS VALLEY
497	22,519	912	7,306,510	12,916 313	7,154,490	10,252,853	4,229 70	TOTAL STATE IMPERIAL
STATE PROVINCIAL.								
..	..	..	12,151	16,901	26,280	29,358	815 50	BAREILLY-PILIBHET.
1	24	2	26,512	15,133	39,785	41,675	1,529 36	NATHAN.
19	531	20	214,123	225,262	343,740	469,385	2,076 92	TIRHOOT
19	969	30	266,671	450,338	413,096	717,012	2,876 68	NORTHERN BENGAL.
..	67	3	14,366	12,506	26,872	26,872	725 68	KAUNIA-DHARELA.
..	135	5	19,602	53,430	28,619	73,032	1,749 68	DACCA.
6	517	26	217,710	229 819	407,070	487,559	1,956 97	CALCUTTA-ACHINERA.
...	130	5	78,779	23,962	96,921	102,741	1,516 81	AMRITSAR-PATHANKOT.
7	752	24	91,895	302,367	226,020	397,262	2,666 19	NAGPUR CHHATTISGARH.
28	1,597	41	139,232	275,771	210,910	715,003	2,158 74	BURMA.
..	54	3	4,831	21,952	616	29,786	1,215 75	JORHAT
75	4,779	159	1,419,211	1,610,171	1,819,963	3,089,685	2 211 45	TOTAL STATE PROVINCIAL
GUARANTEED COMPANIES.								
85	2,828	138	927,919	1,301,341	722,868	2,229 260	2,589 51	MADRAS.
42	1,805	87	766,245	1,030,616	866,855	1,796,861	2,711 29	SOUTH INDIAN.
180	7,783	538	2,841,839	5,996,801	702,122	8,838,613	5,887 61	GREAT INDIAN PENINSULA.
34	3,258	68	928,626	1,276,330	336,103	2,201,956	4,782 98	BOMBAY, BARODA AND CENTRAL INDIA.
27	3,357	90	581,419	911,538	912,486	1,495,987	2,471 75	ODISH AND ROHILKHAND.
101	3 393	127	1,212,808	2,108,995	803,431	3,851,803	4,763 38	SIND, PUNJAB AND DELHI.
469	22,421	1,019	7,291,886	12,625,621	1,373,665	19,917,510	4,155 33	TOTAL GUARANTEED COMPANIES.
ASSISTED COMPANIES								
..	...	..	203,651	58,238	219,871	261,880	2,083 61	BENGAL CENTRAL
...	6	...	..	...	11,231	14,231	2,916 38	DEOGHUR.
11	744	32	206,483	364,120	286,411	570,603	1,910 83	BENGAL AND NORTH WESTERN.
1	142	12	85,291	36,474	51,021	71,765	1,071 12	ROHILKHAND-KUMAUN.
1	380	13	37,602	50,660	56,402	88,262	1,131 56	ASSAM.
13	1,272	57	483,027	509,192	627,939	1,066,750	1,783 44	TOTAL ASSISTED COMPANIES.
NATIVE STATES.								
18	135	15	173,293	176,401	177,114	340,697	2,903 49	HIS HIGHNESS THE NIZAM'S.
...	187	6	84,626	27,879	43,253	62,505	1,063 01	HIS HIGHNESS THE GAIKWAR'S.
10	589	22	178,613	143,269	148,254	321,882	1,665 97	BHAVNAGAR-GONDAL.
8	261	9	73,641	70,985	104,178	144,626	1,034 89	MYSORE.
2	5	3	80,675	21,826	44,168	52,501	870 23	JODHPUR.
...	...	..	19,891	5,072	23,200	24,463	1,548 29	RAJPUTA-PATIALA.
88	1,223	55	510,289	445,435	540,197	955,674	1,624 38	TOTAL NATIVE STATES.
...	5,217	2,231	17,040,908	28,197,868	14,547,453	45,222,502	3,740 10	TOTAL OF ALL RAILWAYS.

8. The following statement gives the average number of Locomotives employed on the principal railways and the average work obtained from each during the two halves of 1885 :

Railway.	NUMBER OF LOCOMOTIVES.		TOTAL ENGINE MILEAGE.		AVERAGE MILEAGE PER ENGINE.		AVERAGE MILEAGE PER ENGINE PER DIEM.	
	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.	Half-year ending 30th June 1885.	Half-year ending 31st December 1885.
5' 6" GAUGE.								
STATE IMPERIAL.								
EAST INDIAN ...	548	560	5,413,709	5,226,812	9,879	9,334	54.58	50.73
EASTERN BENGAL ...	82	82	760,866	834,346	9,279	10,175	51.26	55.29
PUNJAB NORTHERN ...	86	96	673,903	559,430	8,424	5,827	46.54	31.66
INDUS VALLEY ...	161	166	1,328,764	1,334,043	8,253	8,086	45.60	43.68
GUARANTEED COMPANIES.								
MADRAS ...	149	149	1,250,658	1,290,336	8,394	8,660	46.37	47.07
GREAT INDIAN PENINSULA ...	520	542	5,629,969	4,082,554	10,827	7,532	59.82	40.93
BOMBAY, BARODA AND CENTRAL INDIA.	108	123	1,302,726	1,131,204	12,062	9,197	66.64	49.98
OUDH AND ROHILKHAND ...	135	141	985,995	948,158	7,585	6,972	41.90	37.89
SIND, PUNJAB AND DELHI ...	164	164	2,055,206	1,825,335	12,532	11,180	69.24	60.49
NATIVE STATES.								
HIS HIGHNESS THE NIZAM'S ...	13	13	181,061	188,575	13,928	14,506	76.95	78.83
METRE GAUGE.								
STATE IMPERIAL.								
RAJPUTANA-MALWA ...	353	(a)	3,163,152	(a)	8,961	(a)	49.51	(a)
STATE PROVINCIAL.								
TIRHOOT ...	34	37	315,239	260,838	9,272	7,049	51.23	38.31
NORTHERN BENGAL ...	46	49	434,186	387,711	9,439	7,912	52.15	43.00
CAWNPORE-ACHNERA ...	34	35	315,428	247,890	9,277	7,082	51.25	38.49
NAGPUR-CHHATTISGARH ...	27	27	280,480	150,765	10,388	5,584	57.39	30.34
BURMA ...	36	40	418,183	430,983	11,616	10,775	64.13	58.56
GUARANTEED COMPANIES.								
SOUTH INDIAN ...	120	124	1,020,586	1,063,813	8,555	8,579	47.26	46.62
NATIVE STATES.								
HIS HIGHNESS THE GANAKWAR'S (2' 6" GAUGE).	6	(a)	35,146	(a)	5,858	(a)	32.36	(a)
BHAVNAGAR-GONDAL ...	20	20	1,93,421	188,491	9,671	6,924	53.43	37.63
MYSORE ...	13	19	31,595	90,989	6,276	4,789	34.63	26.03

(a) Information not available.

CHAPTER V.

CAPITAL.

The total Capital expenditure on Indian Railways up to the 31st December 1885, including lines under construction, amounted to £166,146,651, which may be allocated as follows:—

East Indian	...	...	...	£
Eastern Bengal	...	...	...	35,451,639
Guaranteed	...	...	...	4,803,143
Assisted Companies	...	...	...	67,895,696
State, Imperial and Provincial	...	...	...	3,808,232
Native States	...	...	...	49,031,702
	...	...	...	5,156,239
Total				166,146,651

The Indian expenditure on Guaranteed lines is converted into sterling at the contract rates of exchange. That on other lines at 2s. the rupee. On the State lines the indirect charges are not included.

2. The total amount of capital raised by the various Guaranteed and Assisted Railway Companies, and by Imperial lines worked by Companies, as far as known, amounted, on the 31st December 1885, to £74,635,261, as under—

GUARANTEED RAILWAYS.

£			
54,423,509	Consists of share Capital raised at	5	per cent.
1,169,624	"	4 $\frac{3}{4}$	"
500,000	"	4 $\frac{1}{2}$	"
3,131,300	"	4	"
4,481,800	"	3 $\frac{1}{2}$	"
425,000	"	4 $\frac{1}{2}$	"
3,086,150	"	4	"
157,394	Capital not bearing "Interest."		
Total ...	67,374,777		

IMPERIAL LINES WORKED BY COMPANIES.

Share capital raised at 4 per cent.—			
Southern Mahratta	...	2,347,920	£
Indian Midland	...	2,262,564	£
			4,610,484
Debentures raised at 3 $\frac{1}{2}$ per cent.—			
Southern Mahratta	...	...	1,700,000
			6,310,484
			TOTAL

ASSISTED RAILWAYS.

Share capital raised at 4 per cent.—			
Bengal Central	...	770,000	£
Rohilkhand-Kumaun	...	180,000	£
			950,000*

3. The Capital not bearing interest is made up thus:—

Premium on share Capital and Debentures	...	...	£
Discount on Debenture Stock—			434,303
Stock represented, as shewn above	...	3,511,150	
Cash received	...	3,255,148	
			256,002
Discount on Debentures—			
Amount of Debentures, as shewn above	...	7,613,100	
Cash received	...	7,592,193	
			20,907
Total Discount			276,909
Balance, excess premium			157,394

* This represents the capital raised to 30th June 1885. After that date the information has not been furnished for these lines by the India Office, and it is not known whether any further capital has been raised.

4. The following tables contain the information regarding the Capital transactions of State and Guaranteed Railways which has usually been given in the annual reports :

Statement of Debenture Loans on 31st December 1885.

Railway.	Amount.		Rate of interest.	Date on which loan expires.	Remarks.
	£	£			
Madras ... {	140,000	400,000	3½	31st December 1886.	
	97,800		3½	30th June 1887.	
	60,000		3½	31st December 1888.	
	102,200		4	31st December 1890.	
South Indian ... {	420,200	720,000	3½	1st July 1887.	
	213,700		3½	1st July 1889.	
	86,100		3½	1st July 1891.	
Great Indian Peninsula ... {	818,200	1,889,300	3½	1st January 1887.	
	1,068,800		4	1st July 1888.	
	200		3½	1st January 1889.	
	2,100		3½	1st January 1891.	
Bombay, Baroda and Central India. {	100,000	188,500	3½	5th May 1889.	
	88,500		3½	1st August 1891.	
Oudh and Rohilkhand ... {	500,000	4,415,300	3½	24th January 1887.	
	155,000		3½	16th May 1887.	
	615,300		4	4th June 1887.	
	529,000		3½	16th August 1887.	
	200,000		4	1st October 1887.	
	300,000		4	1st May 1888.	
	345,000		4	16th May 1888.	
	500,000		4	1st June 1888.	
	740,000		3½	1st August 1888.	
	500,000		3½	1st December 1890.	
	31,000		3½	16th August 1891.	
Eastern Bengal ...	409,700	409,700	4	12th July 1886.	
Southern Mahratta ... {	1,145,000	1,700,000	3½	1st October 1891.	
	255,000		3½	1st October 1894.	
		9,722,800			

*Statement of Expenditure in England and India on Indian State Railways appropriated
to the various Undertakings to 31st December 1885.*

Statement of Expenditure in England and India on Indian State
Excluding the East Indian

State Railways.	EXPENDITURE APPROPRIATED.			Preliminary expenses.	Land.	Construction of line.	Ballast and permanent-way.
	England.	India.	Total.				
RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
IMPERIAL.							
Rajputana-Malwa * ...	2,72,07,860	8,37,05,709	11,09,73,569	22,00,058	8,65,955	2,81,44,358	3,21,79,156
Sindia ...	14,62,381	71,89,112	89,51,493	2,61,859	20,531	50,98,258	21,73,397
Dhond and Manmad ...	43,15,967	59,47,311	1,02,63,278	1,28,698	96,868	32,57,782	50,18,175
Wardha Coal ...	10,11,162	56,21,292	66,65,754	91,612	4,726	15,71,618	20,76,875
Punjab { Lahore-Rawal- ...	75,52,723	3,95,79,899	1,71,32,622	8,77,414	5,43,304	2,00,33,848	1,05,91,896
{ Pindi Section. ...							
Northern { Northern Section ...	63,65,171	2,05,90,928	2,69,56,099	2,15,237	3,16,512	1,06,51,968	71,03,986
Indus Valley † ...	1,96,31,062	6,81,58,699	8,77,92,761	13,33,864	4,29,151	2,67,91,068	2,66,56,112
Sind-Sagar (Eastern Section) ...	3,15,593	6,81,016	9,99,609	9	...	1,09,789	7,11,074
Sind- { Northern Section ...	37,21,905	1,40,90,549	1,78,12,454	45,133	65,113	98,31,542	7,07,266
Pishin † Darwaza-Quetta Section ...	...	1,69,238	1,69,238	464	259	66,816	1,000
Sutlej Bridge (Feroz pore) ...	...	11,85,342	11,85,342	11,368	...	3,71,968	1,78,459
Bellary-Kistna ...	...	70,77,285	70,77,285	2,21,761	42,183	21,56,519	9,82,417
Cuddapah-Nellore ...	...	27,55,865	27,55,865	48,997	53,245	6,57,290	1,14,591
Nagpur-Bengal ...	...	15,58,696	15,58,696	3,33,075	57,818	7,63,633	6,197
Bilaspur-Elawah (Katni-Umaria Section) ...	1,37,781	26,00,908	27,38,689	29,300	7,517	9,11,924	6,09,909
Sind-Sagar (Western Section) ...	4,16,557	13,77,218	17,93,775	76,995	21,473	6,86,971	1,47,603
Bolan ...	1,81,356	43,17,185	45,01,811	2,678	...	3,48,630	5,40,092
PROVINCIAL.							
Patna-Gya ...	8,59,348	31,78,483	40,37,831	6,904	61,557	7,02,932	23,12,860
Dildarnagar-Ghaziपुर ...	...	7,05,859	7,05,859	2,218	9,106	1,32,029	3,86,899
Barilly-Pilibheet ...	1,69,420	12,48,118	14,17,538	59,619	38,075	2,98,643	6,93,329
Nalhati ...	3,89,207	—42,256	3,46,951	...	...	21,690	1,90,420
Tirhoot ...	35,23,778	1,09,24,187	1,44,47,965	72,011	5,47,629	27,09,260	57,33,547
Northern Bengal ...	59,15,684	1,58,07,751	2,17,23,435	96,768	8,17,934	57,30,829	56,13,195
Kaunia and Dharila ...	...	9,61,539	9,61,539	916	14,131	88,440	4,96,018
Dacca ...	12,38,030	43,86,201	56,24,231	1,30,016	3,41,991	12,43,306	15,62,129
Assam- { Behar Section ...	592,690	39,40,401	35,43,091	42,434	2,20,933	13,33,908	4,46,717
Behar { Tirhoot Section ...	2,79,078	22,02,094	25,01,172	96,109	98,850	6,70,019	3,65,057
Cawnpore-Achnera ...	9,93,505	1,02,46,382	1,12,39,887	71,159	2,29,105	22,95,149	44,68,177
Lucknow-Sitapur and Kheri ...	...	11,28,029	11,28,029	77,610	57,126	2,68,514	73,133
Amritsar and Pathankot ...	...	55,83,671	55,83,671	41,273	1,81,078	11,10,829	28,79,148
Nagpur and Chhattisgarh ...	21,58,238	83,10,752	1,07,69,020	2,17,798	44,293	37,32,175	26,20,135
Rangoon and Irrawaddy Valley ...	27,43,672	1,13,36,793	1,40,80,465	56,589	2,27,054	38,69,984	43,11,512
Rangoon and Sittang Valley ...	32,09,755	1,09,25,123	1,32,34,878	2,39,796	44,694	52,70,229	32,21,208
Jerint ...	...	5,11,641	5,11,641	388	3,686	1,02,792	2,59,791
Cherapoonjee Mountain ...	...	4,81,665	4,81,665	...	...	1,31,573	1,50,429
TOTAL ...	9,46,48,353	35,71,11,965	45,17,60,318	71,31,575	54,38,677	14,14,73,085	12,55,81,909
Umaria Colliery ...	...	2,27,954	2,27,954	58,917	...	...	...
SURVEYS AND RAILWAYS IN ADEYANCE... ...	...	16,20,228	16,20,228	8,43,934	90,216	90,529	...
NATIVE STATES.							
Khamgaon ...	...	4,90,739	4,90,739	369	1,116	1,10,457	2,78,600
Amraoti ...	...	4,11,730	4,11,730	11,789	2,450	95,282	2,41,571
Bhopal ...	...	60,21,375	60,21,375	...	13,322	33,89,327	17,74,953
Nizam's ...	...	2,48,05,122	2,48,05,122	2,05,84,752	...	6,10,691	10,97,977
Bhavnagar-Gondal ...	...	94,25,631	96,25,631	51,377	...	32,48,224	27,78,416
Bangalore- { Metre gauge ...	...	61,80,345	61,80,345	1,27,563	58,866	16,42,512	23,45,430
Mysore { Broad " ...	...	62,882	62,882	328	10,277	40,107	7,844
TOTAL ...	...	4,79,39,524	4,79,39,524	2,07,76,151	85,531	91,36,700	85,24,291
GRAND TOTAL ...	9,46,48,353	40,66,71,717	50,13,20,070	2,87,51,960	56,64,424	15,07,00,814	13,41,06,200

(*) Includes Purchase Money.

The installations of the Rohtak and Rewari-Jaipur State Railways are included in the Rajputana-Malwa Railway.

ADMINISTRATION REPORT.

Railways appropriated to the various Undertakings to 31st December 1885.
and Eastern Bengal State Railways.

CLASSIFICATION OF EXPENDITURE.

Stations and buildings.	Steam-ferrics.	Collieries.	Plant.	Rolling-stock.	Establishment.	Suspense accounts.	Receipts on Capital account deducted.	State Railways.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	RAILWAYS CONSTRUCTED AND UNDER CONSTRUCTION.
1,51,06,875	...	...	25,89,670	1,79,20,611	76,70,017	44,05,128	1,08,322	IMPERIAL.
6,68,625	...	...	21,535	83,875	5,89,690	30,723	...	Rajputana-Malwa. *
7,89,271	...	...	1,87,833	17,298	7,73,393	9,739	15,719	Sindia.
4,02,786	...	6,44,723	4,02,298	7,23,879	6,10,952	1,42,130	8,875	Dhond and Mannad.
29,39,618	...	...	18,27,712	45,66,615	48,24,652	10,44,602	1,17,069	Wardha Coal.
34,29,709	...	...	13,81,334	27,25,807	11,45,308	—6,365	10,897	Punjab { Lahore-Rawal-
68,57,237	5,14,781	...	26,00,633	1,27,01,428	73,50,718	26,58,009	1,00,270	Northen { pindi Section.
72,337	...	...	5,468	...	7,557	93,405	...	Indus Valley. †
2,01,998	...	...	7,11,647	1,20,557	7,62,006	53,75,873	8,981	Sind Sagar (Eastern Section).
14,915	...	...	10,315	...	35,808	30,631	...	Sind- { Northern Section.
7,094	...	...	61,898	36,713	51,738	4,66,906	802	Pishin. { Darwaza-Quetta Section.
4,24,829	...	...	4,31,691	1,68,812	5,93,989	17,59,308	7,254	Sutlej Bridge (Ferozepore).
1,13,973	...	...	1,19,854	9,183	2,59,116	13,81,934	2,618	Bellary-Kistna.
70,108	...	...	81,416	8,105	2,37,323	343	2,687	Cuddapah-Nellore.
41,250	...	...	1,91,807	...	1,26,215	8,20,947	480	Nagpur-Bengal.
6,790	...	...	1,05,623	8,970	1,05,706	6,31,282	638	Bilaspur-Etawah (Katni-Umaria Sec-
58,029	...	...	47,313	4,18,946	1,47,478	29,38,827	352	tion).
								Sind-Sagar (Western Section).
								Bolan.
								PROVINCIAL.
4,65,766	...	...	67,972	1,42,455	2,39,866	34,519	...	Patna-Gya.
1,08,558	...	...	7,353	...	58,351	1,015	...	Bildarnagar-Ghazipur.
2,37,196	...	...	13,856	...	88,920	102	3,202	Bareilly-Pilibheet.
25,600	...	...	7,500	46,916	30,000	23,988	4,163	Nallhati.
20,69,569	4,98,824	...	3,68,207	11,82,957	9,72,253	...	6,342	Tirhoot.
26,82,676	4,11,197	...	9,17,546	28,16,124	21,98,733	4,78,777	43,314	Northen Bengal.
21,142	1,24,193	...	8,782	1,68,395	8,291	30,937	...	Kanua and Dharila.
9,04,994	...	...	2,40,519	6,18,817	3,39,998	2,59,007	7,446	Dacca.
1,68,986	...	...	1,14,886	91,296	2,67,682	7,58,391	2,142	Assam- { Behar Section.
79,666	...	...	1,50,021	57,373	1,14,718	9,30,773	1,414	Behar { Tirhoot Section.
12,83,225	...	...	2,87,679	16,73,194	6,07,295	3,25,585	872	Cawnpore-Achnera.
23,451	...	...	11,554	2,39,941	69,622	3,07,093	47	Ineknow-Sitapur and Kheri.
6,41,109	...	...	40,951	5,31,503	1,62,581	65,809	73,710	Anritsar and Pathankot.
12,42,221	...	...	4,84,928	13,79,453	7,89,144	2,64,636	6,363	Nagpur and Chhattisgarh.
19,27,529	...	...	4,05,987	21,74,910	10,83,139	...	6,239	Rangoon and Irrawaddy Valley.
10,67,764	...	...	3,19,343	13,87,790	9,50,180	7,53,251	10,587	Rangoon and Sittang Valley.
39,791	...	...	12,002	67,840	25,630	2,781	60	Jorhat.
1,01,484	...	...	5,014	51,890	41,275	...	...	Cherapoonjee Mountain.
4,43,16,531	15,81,995	6,44,723	1,42,75,177	5,24,41,716	3,33,40,309	2,60,35,016	5,50,395	TOTAL.
...	...	...	1,11,827	...	41,584	15,644	48	Umaria Colliery.
...	...	...	41,725	...	5,31,114	25,058	2,348	SURVEYS AND RAILWAYS IN ABETANCE.
								NATIVE STATES.
46,380	...	...	3,503	11,669	30,720	8,169	244	Khamgaon.
43,298	...	...	3,016	8,641	28,609	10,064	...	Aunoti.
3,19,161	(b) 20,904	...	9,551	...	3,51,109	1,65,003	4,051	Bhopal.
1,49,919	...	...	1,23,721	1,52,365	2,49,541	18,25,958	466	Nizam's.
11,76,047	...	...	3,42,521	12,83,991	5,04,535	2,44,588	7,628	Bhavnagar-Gondal.
5,18,246	...	...	1,51,203	9,80,348	4,47,417	2,38,442	20,285	Bangalore- { Metre gauge.
...	...	...	500	...	4,026	...	...	Mysore. { Broad "
22,53,051	20,904	...	6,34,015	21,40,014	16,08,957	24,92,224	32,614	TOTAL.
4,65,69,582	18,02,899	6,44,723	1,49,50,917	5,48,81,730	3,54,80,380	2,95,32,298	3,85,357	GRAND TOTAL.

(b) General Contingencies.

Includes the Capital outlay of the Sind-Pishin, Southern Section.

GUARANTEED AND ASSISTED RAILWAYS.

Statement showing the amount of Capital authorised to be raised for each undertaking as now sanctioned, the amount raised, and the amount withdrawn to 31st December 1885.

Railway.	AMOUNT AUTHORISED TO BE RAISED ON 31ST DEC 1885				AMOUNT RAISED IN ENGLAND TO 31ST DECEMBER 1885							AMOUNT RAISED IN INDIA TO 31ST DECEMBER 1885		Total amount withdrawn to 31st Dec 1885
	Share Capital	Debentures	Debt-stock	Capital not bearing interest	Total	Debentures		Debt-stock		Capital not bearing interest	AMOUNT RAISED IN INDIA TO 31ST DECEMBER 1885		Total amount to date Dec 31st 1885	
						Share Capital	Debentures	Stock represented	Cash received		Share Capital	Capital not bearing interest		
GUARANTEED.	£	£	£	£	£	£	£	£	£	£	£	£	£	
Madras	10,265,479	100,000	..	13,064	10,678,543	10,257,630	400,000	398,950	425,000	1304	1,221	10,669,611	10,511,706	
South Indian	3,209,853	720,000	425,000	62,772	4,417,150	3,205,600	720,000	719,250	425,000	62,217	551	4,416,405	4,171,558	
Great Indian Peninsula	20,000,000	1,889,300	2,701,450	302,660	21,893,410	19,003,100	1,889,000	1,889,943	2,701,450	27,753	714,920	24,662,161	24,607,003	
Bombay, Baroda and Central India	7,550,909	800,000	..	32,270	8,382,570	7,528,678	158,500	158,500	354,580	32,270	21,672	7,771,070	8,157,013	
Oudh and Rohilkhand	4,000,000	4,115,500	384,700	19,672	8,519,672	3,572,581	4,115,500	4,101,500	384,700	19,672	421,119	8,775,811	8,715,143	
Sml, Punjab and Delhi	11,418,900	..	...	4,363	11,423,263	10,985,984	...	..	..	1,331	27	11,079,180	11,275,513
Total	56,444,562	8,224,600	3,511,150	434,303	68,614,615	55,007,558	7,613,100	7,592,193	3,511,150	359,292	1,030,545	67,374,777	67,895,693	
ASSISTED	1,000,000	...	...	..	1,000,000	..	...	...	...	..	..	..	..
Bengal Central	200,000	..	..	..	200,000	..	...	..	..	..	..	..	..
Rohilkhand-Kumaun	1,200,000	..	..	..	1,200,000	..	..	..	..	..	..	..	..
Total	3,000,000	2,000,000	...	...	5,000,000	2,312,270	1,700,000	1,700,000	...	5,650	..	1,047,920	3,075,006
IMPERIAL LINES IN THE HANDS OF COMPANIES.	3,000,000	*3,000,000	...	...	6,000,000	2,362,561	..	..	..	..	..	2,362,561	565,605
Southern Mahatta	6,000,000	5,000,000	..	..	11,000,000	4,604,834	1,700,000	1,700,000	..	5,650	..	6,310,484	3,590,014
Indian Midland	68,644,562	13,224,600	3,511,150	434,303	80,814,615	59,667,422	9,992,193	3,511,150	3,255,115	359,292	1,030,545	73,655,261	71,455,716	
GRAND TOTAL														

NOTE.—Further information regarding the Bengal Central and Rohilkhand Kumaun Railways not available
* To be raised by the issue of shares or of debentures, or otherwise

GUARANTEED AND ASSISTED RAILWAYS.

Statement showing the amount received from, and withdrawn by, each Company during the year ended 31st December 1885.

FROM 1ST JANUARY TO 31ST DECEMBER 1885													
Railway.	Sums stand- ing to the ac- count of the Companies on the 31st De- cember 1884	Sums advanced to the Com- panies on the 31st December 1884	Amount received						Amount withdrawn			Total re- ceived dur- ing the year ended 31st December 1885	Total withdrawn during the year ended 31st De- cember 1885.
			In England			In India			In England		In India.		
			Share Ca- pital	Debent- ures	Debenture stock	Capital not bearing interest	Share Ca- pital	Capital not bearing interest	On account of stores, &c establishment charges, &c	For dis- charge of Debentures	Amount		
GUARANTEED.	£	£	£	£	£	£	£	£	£	£	£	£	
Madras	186,621		..	..	..	..	..	119,155	..	—47,173	71,682	
South Indian Peninsula	37,128		—495	..	..	495	..	133,161	..	—64,451	85,650	
Great Indian Peninsula	47,717		..	501,127	..	—1,127	..	712,581	89,500	—259,227	492,577		
Bombay, Baroda and Central India	..	503,644	..	..	..	..	..	250,744	..	—68,416	152,328	
Oudh and Rohilkhand	..	128,527	..	1,236,000	..	..	..	296,799	246,000	332,305	875,104	
Sind, Punjab and Delhi	..	103,128	..	..	..	..	..	235,123	..	—142,361	92,762	
Total	281,766	735,299	—495	1,737,127	..	—632	30	1,767,566	285,500	—219,653	1,503,413		
ASSISTED.	..	28,500	..	..	..	..	..	..	..	..	..
Bengal Central	..	..	..	..	..	..	..	..	..	..	..
Rohilkhand-Kumaun	..	..	..	..	..	..	..	..	..	..	..
Total	..	28,500	..	..	..	..	..	..	..	..	..
INTERNAL LINES IN THE HANDS OF COM- PANIES.	..	..	..	..	..	..	..	..	..	..	..
Southern Mahratta	1,530,451	..	461,889	..	..	..	125	221,014	..	748,540	969,554	
Indian Midland	..	..	2,262,564	..	..	..	..	10,114	..	554,891	565,008	
Total	1,530,451	..	2,724,453	..	..	..	125	231,128	..	1,303,431	1,531,562	
GRAND TOTAL	1,812,220	763,799	2,723,959	1,737,127	..	—632	155	1,998,694	285,500	1,053,781	3,337,975		

Note.—Further information regarding the Bengal Central and Rohilkhand Kumaun Railways not available.

Statement of withdrawals out of Capital for expenditure, showing the amount withdrawn in England and in India by all the Guaranteed, the Bengal Central, and the Rohilkhand-Kumaun Railway Companies, during each financial year from the commencement to 31st March 1886.

Year.					England.	India.	Total.
					£	£	£
1849-50	...	...	...	...	69,211	6,682	75,893
1850-51	...	...	...	...	61,164	38,099	99,263
1851-52	...	...	...	...	154,212	197,111	351,323
1852-53	...	...	...	...	174,920	252,640	427,560
1853-54	...	...	...	...	252,484	418,165	670,649
1854-55	...	...	...	...	960,878	769,278	1,730,156
1855-56	...	...	...	...	1,935,074	1,431,337	3,366,411
1856-57	...	...	...	...	1,752,813	1,762,287	3,515,100
1857-58	...	...	...	...	1,328,243	2,094,825	3,423,068
1858-59	...	...	...	...	1,941,033	3,551,075	5,492,108
1859-60	...	...	...	...	2,508,668	4,662,796	7,171,464
1860-61	...	...	...	...	2,388,315	5,190,400	7,578,715
1861-62	...	...	...	...	1,597,430	5,004,782	6,602,212
1862-63	...	...	...	...	1,852,393	4,010,951	5,863,344
1863-64	...	...	...	...	1,415,146	3,340,507	4,755,653
1864-65	...	...	...	...	1,396,821	2,725,419	4,122,240
1865-66	...	...	...	...	2,222,679	3,414,187	5,636,866
1866-67	...	...	...	...	3,958,357	3,339,346	7,297,703
1867-68	...	...	...	...	3,924,400	3,195,591	7,120,081
1868-69	...	...	...	...	1,702,452	2,165,475	3,867,927
1869-70	...	...	...	...	2,298,680	2,444,171	4,742,851
1870-71	...	...	...	...	1,899,054	1,877,216	3,776,270
1871-72	...	...	...	...	886,996	1,609,732	2,496,728
1872-73	...	...	...	...	822,995	345,750*	477,245
1873-74	...	...	...	...	1,028,032	334,979*	693,053
1874-75	...	...	...	...	1,174,893	86,982*	1,087,911
1875-76	...	...	...	...	1,151,585	200,779*	950,806
1876-77	...	...	...	...	1,222,846	507,387*	715,459
1877-78	...	...	...	...	1,793,662	469,678*	1,323,984
1878-79	...	...	...	...	1,786,234	773,611*	1,012,623
1879-80	...	...	...	...	1,256,417	906,557*	349,560
1880-81	...	...	...	...	941,782	506,992*	434,790
1881-82	...	...	...	...	1,211,022	368,587*	842,435
1882-83	...	...	...	...	1,236,087	456,944*	749,143
1883-84	...	...	...	...	1,699,138	5,333*	1,693,805
1884-85	...	...	...	...	1,477,115	256,211*	1,220,904
Total expenditure to end of 1884-85					53,483,321	48,251,982	101,735,303
Deduct—Withdrawals by East Indian Railway Company					12,276,504	18,620,297	30,896,801
Total expenditure to end of 1884-85					41,206,817	29,631,685	70,838,502
Expenditure during 1885-86 (Partly estimated)					1,638,000	159,900†	1,478,100
Deduct—Withdrawals by Eastern Bengal Railway Company					42,844,817	29,471,785	72,316,602
Total					1,771,757	1,474,100	3,245,857
Total					41,073,060	27,997,685	69,070,745

* Net credits in India.

† Represents net credits to Guaranteed Railways only. Information regarding Bengal Central and Rohilkhand-Kumaun Railways not available.

Statement of Capital withdrawals in England and in India by the Southern Mahratta and Indian Midland Railway Companies during each financial year from the commencement to the 31st March 1886.

Year.					England.	India.	Total.
					£	£	£
1882-83	...	...	...	...	130,973	579,995	710,968
1883-84	...	...	...	...	235,205	407,810	643,015
1884-85	...	...	...	...	275,522	727,607	1,003,129
Total expenditure to end of 1884-85					641,700	1,715,412	2,357,112
1885-86 (Revised Estimate)					318,100	1,389,167	1,707,267
Total					959,800	3,104,579	4,064,379

CHAPTER VI.
LINES OPEN FOR TRAFFIC.
PERSONS EMPLOYED—FLOOD DAMAGES—ACCIDENTS.

PERSONS EMPLOYED.

On pages 54 and 55, detailed information is given regarding the number of persons of all races on open lines of railway in India. This may be summarised thus :

Year ending	NUMBER OF EMPLOYEES.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
30th September 1884 ...	4,069	4,250	189,429	197,748	*11,130 $\frac{3}{4}$	*1,526
31st December 1885 ...	4,375	4,598	206,893	215,866	12,200 $\frac{1}{4}$	1,716

It will be seen that natives form 95·84 per cent. of the entire body of servants. The increase in the number of employes is due mainly to the increased length of line open ; the percentage of increase in the total number was 9·16 against 9·61 in the length of railways worked. Under Europeans there was an increase of 7·52 per cent.; under East Indians 8·19 per cent., and under Natives 9·22 per cent.

2. The percentage of casualties amongst Europeans and East Indians from various causes is given below for the year ending 30th September 1884 and fifteen months ending 31st December 1885 :

				1884.		1885.	
				Europeans.	East Indians.	Europeans.	East Indians.
Death	...	...	...	1·35	1·07	2·32	1·22
Resignation or discharge			...	13·05	13·49	18·11	19·85
Dismissal	...	...	...	5·06	4·44	6·01	6·88
Total				19·46	19·00	26·44	27·95

* Includes the Eastern Bengal Railway, and Branches, which were omitted from the Numerical Return for 30th September 1884.

*Numerical Return of Servants of all Races employed on Open Lines of Railway in India
on the 31st December 1885.*

Numerical Return of Servants of all Races employed

RAILWAYS.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNT, PAY- MASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STA- TIONERY AND POLICE ESTABLISHMENTS.				TRAFFIC AND TELEGRAPH DEPARTMENTS.				ENGINEER'S DEPARTMENT.			
	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
STATE IMPERIAL.												
EAST INDIAN ...	77	32	2,776	2,885	370	255	10,527	11,152	93	65	20,335	20,493
RAJPUTANA-MALWA ...	35	41	1,422	1,498	101	153	3,807	4,066	49	26	8,131	8,206
SOUTHERN MAHRATTA ...	15	20	423	468	10	25	449	484	6	13	2,501	2,520
EASTERN BENGAL ...	11	23	402	436	49	66	2,120	2,235	10	4	2,205	2,219
WARDHA COAL ...	2	4	67	73	1	2	82	85	8	10	663	681
PUNJAB NORTHERN AND INDUS VALLEY.	25	16	1,547	1,588	76	89	2,435	2,600	40	5	4,715	4,760
STATE PROVINCIAL.												
NALHATI ...	...	...	11	11	...	...	22	22	...	...	72	72
TIEHOOT ...	5	...	255	260	9	27	533	574	6	...	1,005	1,011
NORTHERN BENGAL AND KAUNIA- DHARLLA.	5	4	200	209	9	13	679	701	9	3	1,928	1,940
DACCA ...	1	1	103	105	4	11	355	370	2	5	353	360
CAWNPORE-ACHNERA ...	10	8	163	181	9	9	443	461	6	4	1,215	1,225
NAGPUR-CHHATTISGARH ...	4	5	135	144	9	25	305	339	6	9	828	843
BURMA ...	16	23	108	(a) 147	13	105	472	590	9	21	2,182	2,202
JORHAT ...	1	...	8	9	...	...	45	45	...	...	49	49
GUARANTEED COMPANIES.												
MADRAS ...	18	47	535	630	88	449	2,511	3,078	24	77	4,117	4,218
SOUTH INDIAN ...	9	25	304	338	26	70	1,802	1,898	11	32	2,882	2,925
GREAT INDIAN PENINSULA ...	37	29	1,130	1,196	337	239	5,913	6,489	68	18	19,458	19,584
BOMBAY, BARODA AND CENTRAL IN- DIA.	17	43	755	815	14	28	2,289	2,331	28	3	2,958	2,989
ODISH AND ROHILKHAND ...	22	27	785	834	44	28	1,856	1,928	26	13	6,590	6,629
SIND, PUNJAB AND DELHI ...	33	29	998	1,060	123	69	3,219	3,411	41	11	5,111	5,163
ASSISTED COMPANIES.												
DARJEELING-HIMALAYAN ...	3	...	30	33	3	1	112	116	5	1	321	327
BENGAL CENTRAL ...	2	...	26	28	Worked by E. B. S. Ry.				2	3	667	672
BENGAL AND NORTH WESTERN ...	10	9	182	201	16	22	576	614	28	3	1,261	1,292
ROHILKHAND-KUMAUN ...	2	...	43	45	4	5	178	187	3	1	397	401
NATIVE STATES.												
HIS HIGHNESS THE NIZAM'S ...	12	14	244	270	6	32	190	228	2	7	553	562
HIS HIGHNESS THE GAEKWAR'S ...	...	...	14	14	...	1	49	50	...	1	179	180
BHAVNAGAR-GONDAL ...	4	5	193	202	2	6	360	368	2	2	641	645
MYSORE ...	5	4	67	76	4	5	203	217	...	6	419	425
JODHPUR ...	1	...	45	46	...	...	61	61	...	...	157	157
TOTAL INDIAN RAILWAYS ...	382	419	13,001	13,802	1,327	1,740	41,633	44,700	484	343	91,893	92,627

Open Lines of Railway in India on the 31st December 1885.

LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM- BOAT ESTABLISHMENTS.				TOTAL.				Number of miles open.	Number of Stations.	REMARKS.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.			
464	264	11,809	12,537	1,004	616	45,447	47,067	1,681.25	193	The return includes the figures for the Bengal Central Railway (excepting Agency and Engr.'s Depts.) and Cuttack and South-Eastern State Railway Colliery establishment included with Engineer's Department.
237	315	5,729	6,281	422	540	19,080	20,051	1,411.18	191	
28	33	594	655	59	101	3,967	4,127	315.25	35	
92	30	2,343	2,465	162	123	7,070	7,355	233.75	61	
2	5	44	51	13	21	856	890	45	4	
236	70	6,600	6,915	377	180	15,306	15,863	1,099.75	132	
...	2	33	35	...	2	133	140	27.25	7	
12	23	749	784	32	50	2,547	2,629	226	38	
17	33	1,046	1,096	40	53	3,853	3,943	286.25	41	
5	12	158	175	12	29	969	1,016	85.25	13	
15	12	575	602	40	33	2,396	2,469	253.23	39	
16	101	710	827	35	140	1,978	2,153	149	21	
27	47	653	727	65	196	3,415	3,676	327	(b) 53	(a) Not including Police, which is under the control of the Inspector General of Police, British Burma. (b) Includes eight Pick-up stations.
...	1	16	17	1	1	118	120	30	5	
99	417	3,404	3,920	229	990	10,627	11,846	860.75	118	
43	223	2,671	2,937	89	350	7,659	8,098	662.75	103	
456	268	10,430	11,154	898	554	36,931	38,383	1,504	204	
91	45	2,316	2,452	150	119	8,318	8,587	461	82	
85	34	3,999	4,118	177	102	13,230	13,509	608	88	
166	54	5,149	5,369	363	163	14,477	15,003	786	115	
10	1	130	141	21	3	593	617	51	11	
Worked by	E. B. S.	Ry.		4	3	693	700	125.25	25	
33	18	284	335	87	52	2,303	2,442	303	40	
4	1	128	133	13	7	746	766	91	14	
19	42	436	497	39	95	1,423	1,557	121	16	
...	...	12	12	...	2	254	256	59.25	9	
17	2	104	123	25	15	1,298	1,338	193.21	27	
8	43	210	261	17	58	904	979	140	20	
...	...	25	25	1	...	288	289	64	11	
2,182	2,096	60,366	64,644	4,375	4,598	206,893	215,866	12,200.37	1,716	

Numerical Return of Casualties, whether by death, resignation, and discharge or dismissal, a months ending

RAILWAYS.		GENERAL ADMINISTRATION, INCLUDING : AGENCY, AUDIT, ACCOUNT, PAYMASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY AND POLICE ESTABLISHMENTS.										TRAFFIC AND TELEGRAPH DEPARTMENTS.										EUROPEAN AND OTHER PERSONNEL.			
		EUROPEANS.					EAST INDIANS.					EUROPEANS.					EAST INDIANS.								
		em- ployed.	Number of casualties by				em- ployed.	Number of casualties by				em- ployed.	Number of casualties by				em- ployed.	Number of casualties by							
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.				
STATE IMPERIAL.																									
EAST INDIAN		...	77.00	...	8	1	9	31.00	2	5	...	7	365.00	7	60	10	77	247.00	6	48	8	62	90.00	2	1
RAJPUTANA-MALWA		...	47.60	1	17	2	20	47.20	2	13	2	17	94.00	7	24	16	47	148.00	...	33	14	47	64.46	3	
SOUTHERN MAHRATTA		...	11.53	...	4	...	4	28.39	...	14	1	15	10	...	4	1	5	24	...	11	7	18	5.56	...	
EASTERN BENGAL		...	13.16	...	5	...	5	30.50	...	8	4	12	52	4	7	10	21	61	1	22	18	41	11.33	2	
WARDHA COAL		...	2.00	...	...	...	...	4.09	...	1	...	1	1.00	...	2	1	3	2	...	...	...	...	7	...	
PUNJAB NORTHERN AND INDUS VALLEY.		...	31.93	1	2	...	3	18.94	...	6	1	7	89.53	2	29	25	56	101.13	4	39	15	58	40.80	2	
STATE PROVINCIAL.																									
NALHATI		
TIRHOOT		...	5	...	...	...	...	...	...	...	...	...	7.80	...	3	3	6	27.9	2	16	5	23	6	1	
NORTHERN BENGAL AND KAUNIA-DHARLA.		...	5	...	...	...	...	3.20	...	...	...	...	9.13	...	1	...	1	12.40	...	4	1	5	9.29	1	
DACCA		...	1	...	...	...	...	1.16	...	1	1	2	4.30	...	3	1	4	8.20	...	6	5	11	1	...	
CAWNPORE-ACHINERA		...	7.92	...	1	...	1	12.10	...	3	3	6	10.86	...	3	6	14	10.92	...	7	11	18	6.00	...	
NAGPUR-CHHATTISGARH		...	4	...	...	...	...	4.40	...	1	1	2	9.60	...	3	1	4	26.60	...	17	9	26	3.60	...	
BURMA		...	13.06	...	1	...	1	20.60	...	6	1	7	16	...	1	1	2	102	1	8	4	13	17	...	1
JORHAT		...	1	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
GUARANTEED COMPANIES.																									
MADRAS		...	19.60	...	3	1	4	46.27	1	5	...	6	85.13	1	23	9	33	177.13	2	55	23	83	24	...	
SOUTH INDIAN		...	19	...	1	...	1	29	1	3	...	4	26.53	1	1	3	5	69.26	2	11	22	35	9.16	...	
GREAT INDIAN PENINSULA		...	57	1	1	...	2	29	...	2	...	2	319	7	50	3	60	293	3	29	7	39	63	1	
BOMBAY, BARODA AND CENTRAL INDIA.		...	17	1	4	...	5	38	1	6	...	7	15	1	1	...	2	29	...	4	...	4	28	2	
ODDH AND ROHILKHAND		...	25.33	1	...	...	1	27.93	...	1	...	1	42.63	1	7	5	13	22.46	...	1	9	10	28.03	...	
SIND, PUNJAB AND DELHI		...	32.50	...	...	...	7	29	1	9	...	10	130	5	15	16	36	63	1	12	13	26	43.36	1	
ASSISTED COMPANIES.																									
DARJEELING-HIMALAYAN		...	3	...	...	...	...	...	...	...	...	3	...	1	...	1	1	...	...	...	...	...	5	1	
BENGAL CENTRAL		...	2.33	...	2	...	2	1.13	...	1	1	2	Worked by Eastern Bengal State Railway.	...	...	...	...	...	...	...	...	...	2.20	...	
BENGAL AND NORTH WESTERN		...	9	...	...	...	...	10	...	5	...	5	14.49	...	4	10	14	12.40	...	3	12	15	20	...	1
ROHILKHAND-KUMAUN		...	2.50	...	...	2	2	...	...	...	...	...	5	1	3	...	4	6	...	5	3	8	3	...	
NATIVE STATES.																									
HIS HIGHNESS THE NIZAM'S		...	13	...	1	...	1	13	...	5	...	5	6	...	...	...	...	30	...	1	4	5	2	...	2
HIS HIGHNESS THE GAEKWAR'S...		1	...	...	...	...	...	...
BHAVNAGAR-GONDAL		...	4	...	1	...	1	5	...	1	...	1	4	...	2	...	2	11	...	6	1	7	3	...	1
MYSORE		...	5	...	...	...	...	4	...	...	...	...	4	...	1	...	1	5	...	...	...	...	...	...
JODHPORE		...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL INDIAN RAILWAYS		...	495.28	5	39	6	70	438.81	8	96	15	119	325.14	37	253	121	411	1,701.47	22	338	106	558	607.03	19	30

the European and East Indian employes on the Railways open for traffic in India during fifteen December 1885.

DEPARTMENT.				LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM-BOAT ESTABLISHMENTS.										TOTAL.										Mean mileage open.	RAILWAYS.			
EAST INDIANS.				EUROPEANS.				EAST INDIANS.				EUROPEANS.				EAST INDIANS.												
Number of casualties by				Number of casualties by				Number of casualties by				Number of casualties by				Number of casualties by												
Average number employed.	Death.	Resignation and discharge.	Dismissal.	Total.	Average number employed.	Death.	Resignation and discharge.	Dismissal.	Total.	Average number employed.	Death.	Resignation and discharge.	Dismissal.	Total.	Average number employed.	Death.	Resignation and discharge.	Dismissal.	Total.	Average number employed.	Death.	Resignation and discharge.	Dismissal.	Total.				
50'00	...	8	2	10	430'00	5	65	12	82	268'00	2	37	5	44	938'00	11	115	21	147	606	10	93	15	123	1674'64	STATE IMPERIAL.		
32'00	1	13	4	18	106'00	4	53	15	72	215'00	4	113	11	128	402'00	15	107	37	159	472'20	7	172	31	210	1401'18	EAST INDIAN.		
14'56	...	4	5	9	17	...	4	2	6	23	...	15	0	21	46'39	...	14	3	17	69'05	...	44	19	63	251'50	RAJPUTANA-MALWA.		
4'06	...	2	...	2	96	5	53	0	64	32	1	12	1	14	172'40	11	70	17	98	130'53	2	41	23	66	233'75	SOUTHERN MAHRATTA.		
8	...	1	...	1	3	...	1	...	1	5	...	1	...	1	13	...	6	1	7	10	...	3	...	3	45	EASTERN BENGAL.		
4'73	217'63	11	21	8	40	83'23	2	6	4	12	409'02	16	52	31	102	211'05	6	51	20	77	1099'75	WARDHA COAL.		
...	2	...	...	...	...	...	...	...	...	...	2	...	...	...	...	27'25	PUNJAB NORTHERN AND INDUS VALLEY.		
...	14'10	...	2	2	4	25'60	...	6	1	7	32'00	1	5	5	11	51'50	2	22	6	30	226	STATE PROVINCIAL.		
2'60	20	...	2	1	3	40	1	3	3	7	43'42	1	4	1	6	58'20	1	7	4	12	236'25	NALHATI.		
2'80	4'50	...	8	1	9	15'70	1	11	1	13	10'80	...	11	2	13	27'63	1	18	7	26	73	TIRHOOT.		
4'00	...	3	...	3	13'50	...	11	12	23	8'20	...	6	4	10	43'18	...	21	18	41	35'23	...	19	18	37	217'17	NORTHERN BENGAL AND KAUHIA-DHARLA.		
8	...	1	...	1	17	1	4	4	9	103	...	20	23	43	31'40	1	9	5	15	112	...	30	32	71	119	DACCA.		
23	...	11	...	11	27	1	4	1	6	47	...	2	6	8	73'03	1	17	2	20	197'60	1	30	11	42	233'20	CAWNPOR-ARCHNARA.		
...	1	1	...	1	...	1	1	25	119	NAGPUR-CHHATTIS-GARH.	
78	3	13	2	23	66	1	8	...	9	416	5	22	5	33	721'73	2	31	10	43	977'46	11	101	35	147	869'75	BURMA.		
30'66	1	4	1	6	10'42	...	3	...	3	210'66	...	6	4	12	86'41	1	5	3	9	339'33	4	23	27	57	662'75	JORHAT.		
20	...	1	1	2	413	11	49	10	69	253	3	57	1	61	837	20	106	15	141	534	6	89	9	104	1,196	GUARANTEED COMPANIES.		
3	63	...	19	3	22	45	...	13	...	13	143	4	30	3	37	115	1	23	...	24	461	MADRAS.		
13'73	...	3	...	3	72'93	1	11	10	22	35'60	...	11	...	11	170'15	3	22	17	42	95'72	...	16	9	25	608'01	SOUTH INDIAN.		
11'60	...	1	2	3	167	3	33	4	40	56	1	9	...	10	373'80	9	56	25	90	161'60	3	31	15	49	786	1,196	GREAT INDIAN PENINSULA.	
1	...	1	...	1	10	...	6	...	6	1	21	1	9	...	10	3	...	1	...	1	51	461	BOMBAY, BARODA AND CENTRAL INDIA.	
3'00	Worked by Eastern Bengal State Railway.	4'53	...	3	...	3	4'13	...	1	1	2	125'24	608'01	GOUGH AND ROHIL-KHAND.	
5	...	30	...	9	31'30	...	10	23	33	14'50	...	6	...	6	83'70	...	20	35	61	41'90	...	23	12	35	201'13	786	SIND, PUNJAB AND DELHI.	
2	...	4	...	4	4	...	2	1	3	14'50	1	11	3	15	10	...	9	3	12	91	...	ASSISTED COMPANIES.	
7	...	2	1	3	10	...	3	2	5	42	...	4	4	8	40	...	6	2	8	62	...	12	9	21	121	...	DARJEELING-HIMALAYAN.	
1	2	50'25	...	BENGAL CENTRAL.	
2	14	...	4	...	4	2	...	1	...	1	28	...	9	...	9	20	...	8	1	9	193'21	...	BENGAL AND NORTH WESTERN.	
6	...	1	...	1	8	...	3	...	3	46	...	7	3	10	17	...	4	...	4	61	...	8	3	11	143	...	ROHILKHAND-KUMAON.	
...	1	57	...	NATIVE STATES.	
...	HIS HIGHNESS THE NIZAM'S.
...	HIS HIGHNESS THE GAERWAR'S.
...	BHAVNAGAR-GONDAL.
...	MYSORE.
...	JODHPORE.
...	TOTAL INDIAN RAILWAYS.

3. The following abstract gives a comparative statement of the number of natives employed as shunters and drivers on the principal railways during the years 1884 and 1885, showing an increase of 124 in the total number employed :

Railway.	Drivers.		Shunters.		Total.	
	1884.	1885.	1884.	1885.	1884.	1885.
STATE IMPERIAL.						
EAST INDIAN	108	116	117	117	220	233
RAJPUTANA-MALWA	17	22	36	46	53	68
SOUTHERN MAHRATTA	<i>Nil.</i>	1	1	2	1	3
EASTERN BENGAL	12	10	12	18	24	28
WARDHA COAL	<i>Nil.</i>	<i>Nil.</i>	1	1	1	1
PUNJAB NORTHERN	20	20	6	6	26	26
INDUS VALLEY	15	13	19	28	34	46
Total	187	187	193	213	359	405
STATE PROVINCIAL.						
NALHATI	3	2	<i>Nil.</i>	1	3	3
TIRHOOT	6	7	7	7	13	14
NORTHERN BENGAL	16	12	7	11	23	23
KAUNIA-DHARLA ... ..	...	1	...	1	...	2
DACCA ... ..	...	...	...	...	...	...
CAWNPORE-ACHNERA	13	10	8	7	21	17
NAGPUR-CHHATTISGARH	4	3	5	8	9	11
BURMA	6	14	5	6	11	20
JORHAT	1	2	<i>Nil.</i>	<i>Nil.</i>	1	2
Total	49	51	32	41	81	92
GUARANTEED COMPANIES.						
MADRAS	3	7	5	3	8	10
SOUTH INDIAN	21	20	12	13	33	33
GREAT INDIAN PENINSULA	87	100	<i>Nil.</i>	<i>Nil.</i>	87	100
BOMBAY, BARODA AND CENTRAL INDIA	41	70	(a)	(a)	44	70
ODDH AND ROMILKHAND	34	42	41	40	75	82
SIND, PUNJAB AND DELHI	41	49	36	41	77	90
Total	230	288	94	97	324	385
ASSISTED COMPANIES.						
DARJEELING-HIMALAYAN ... ..	...	Return not received.	...	...	...	...
DEOGHUR	2	2	...	...	2	2
BENGAL AND NORTH WESTERN ... ..	...	...	...	3	...	3
ROMILKHAND-KUMAUN	1	1	1	1	2	2
THATON-DUYINZAIK ... ..	...	Return not received.	...	...	...	...
ASSAM ... ..	...	Return not received.	...	...	...	...
Total	3	3	1	4	4	7
NATIVE STATES.						
BHOPAL-ITANSI	2	2	...	...	2	2
HIS HIGHNESS THE NIZAM'S	3	4	...	2	3	6
BHÁVNAGAR-GONDAL	<i>Nil.</i>	<i>Nil.</i>	3	3	3	3
MYSORE	<i>Nil.</i>	<i>Nil.</i>	<i>Nil.</i>	<i>Nil.</i>	<i>Nil.</i>	<i>Nil.</i>
JODHPUR	2	2	...	...	2	2
Total	7	8	3	5	10	13
GRAND TOTAL	456	587	322	365	778	902

(a) Included with Drivers.

4. The following Statement gives the number of depositors in the State Provident Institutions. Railway Provident Institutions and the sums at their credit on the 31st December 1885. The revised rules introduced in 1885 have been modified so as to prohibit pensionable servants subscribing to the Provident Institutions :

STATE RAILWAY.	Number of Staff deposit- ing.	NUMBER OF DEPOSITORS.		AMOUNT AT CREDIT ON THE 31ST DECEMBER 1885.				Remarks.
		Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
STATE IMPERIAL.								
				Rs.	Rs.	Rs.	Rs.	
RAJPUTANA-MALWA	...	3,077	119	3,037	49,091	2,78,355	2,04,669	5,32,115
EASTERN BENGAL	...	1,403	4	1,403	686	65,327	31,587	97,600
WARDHA COAL	...	67	7	67	776	10,164	4,366	15,306
PUNJAB NORTHERN	...	752	85	741	15,839	96,855	28,525	1,41,219
INDUS VALLEY	...	1,701	117	1,546	25,587	1,75,061	85,050	2,85,698
TOTAL	...	7,000	332	6,797	91,979	6,25,762	3,54,197	10,71,938
STATE PROVINCIAL.								
NALHATI	...	32	1	32	1,430	1,081	452	2,969
TIRHOOT	...	524	41	524	6,582	46,267	13,342	66,191
NORTHERN BENGAL	...	551	67	551	8,528	66,154	33,280	1,07,962
DACCA	...	154	...	154	50	3,057	1,323	4,430
CAWNPORE-ACHNERA	...	418	6	418	671	22,681	6,474	29,826
NAGPUR-CHHATTISGARH	...	297	15	297	1,316	29,740	17,381	48,470
BURMA	...	559	80	543	15,212	63,614	22,223	1,01,049
JORHAT	...	19	...	19	...	643	185	828
TOTAL	...	2,554	213	2,538	33,825	2,32,237	91,663	3,61,725
NATIVE STATES.								
HIS HIGHNESS THE NIZAM'S	...	246	25	244	3,921	24,145	6,160	34,226
BHÁVNAGAR-GONDAL	...	298	24	274	1,560	25,808	11,116	38,484
MYSORE	...	90	4	86	43	3,460	1,566	5,069
TOTAL	...	634	53	604	5,524	53,413	18,842	77,779
GRAND TOTAL	...	10,188	598	9,939	1,31,328	9,12,412	4,67,702	15,11,442

5 The following abstract gives the enrolled strength and the number of efficients in the several Railway Volunteer Corps on the 31st March 1903. The total enrolled strength 66,9 represents 77 per cent. of the European and East Indian employes of the Railways concerned.

Corps	Enrolled strength	Efficients				Vol efficients	Percentage of total 1st and 2nd class	Efficients	Hut	Remarks
		C	V	Volunteers	Total					
East Indian Railway	122	10	13	97	1,181	17	13		Tinlipu	
Madras Railway	7					73	6 (1st class)	8	P. 1st class	The 1st class has not been included
South Indian Railway	510	0	2	151	170	350	7		Neapora	
Great Indian Peninsula Railway	167	2	1.0	7.10	87	137	9	1	1st class	
Bombay British India General Indian Railway	41	1	30	2.9	29	121	{ 2 1st class incl 2 2nd class 1 3rd class }		Ditto	
1st Punjab Imperial Company	10		17	70	89	17	2 1st class		1st	1st class
3rd Punjab	70	2	0	50	69	07	10 1st class		1st	1st class
Rajputana Malwa	67	21	7	72	0.1	57	0	2	1st class	
East India Bengal State Railway	2	7	1	1	1		2 1st class		1st	
North Indian Railway Company	101		11	7	91	7	1		1st	
Indo-European Railway	0	0	10	5	0		1 1st class		1st	
Formosa State Railway	3	1	0	210	26	60	5 1st class		1st	
Nepal State Railway	128	0	11	9	11	1	2 1st class	1	1st	
Himalayan Railway Company	5			6	7	11	1 1st class		1st	
Illinois Central Railway	0		0	4	5		1		1st	
Wardha Central Railway—D. 1st class B. Company 1st class Volunteer Rifle Corps	19			17	10	1	(0) 1st class	(0)	1st	(0) 1st class
Indian and Kanara and British India Railway—1st class Volunteer Rifles	7			1	1	0			1st	
Myore State Railway—1st class Volunteer Rifles	60	2	6	4	00	8	1		1st	
Oudh Volunteer Rifle	28	1	1	15	21	4	1		1st	
Mounted Troop (T) of the Ghazipur Volunteer Rifle Battalion at Ghazipur	4			1	1	3	1		1st	
Ghazipur Volunteer Rifle Corps, B Company	30	1		25	20	1	...		1st	
Total	6,680	193	610	4,127	4,930	1,750				

* Bengal and North Western Railway.

Statement showing the strength and cost of Police on the open lines of Railway in India, and the amount of compensation payments due to thefts, for the year 1885.

Railways.	Subordinate Officers.	Constables and men.	Salaries and allowances of Officers.	Office and travelling allowances.	Salaries of Subordinate Officers and men.	Total cost of Force per annum.	Cost of Force per mile of Railway.	Compensation payments per mile of Railway.	Length of Railway open for traffic.	Remarks.
STATE IMPERIAL.	No.	No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.	
EAST INDIAN	(a) 112 (b) 115	(a) 328 (b) 338	19,200	(c) 24,313	87,125	1,30,668	77 7	0 98	1,681 25	(a) From January to June 1885 (b) From July to December 1885 (c) Includes Rs 11,157 contingent and house rent expenses (d) Includes Rs 180 of a fixed allowance to Chief Constables (e) Cost of clothing allowance (f) Includes Rs 4,962 contingencies and clothing
RAJPUTANA-MALWA	92	572	28,150	17,660	84,592	1,25,402	88 86	1 23	1,411	
SOUTHERN MAHARATTA	2	79	5,850	2,100	(d) 10,305	18,255	68 88	0 48	265	
EASTERN BENGAL	41	104	6,088	1,535	26,338	33,909	95		558	
WARDHA COAL (g)	3	10		(e) 86	602	638	14 17		45	
PUNJAB NORTHERN	58	380	48,492	(f) 6,223	48,492	54,714	122 47	3 08	446 75	
INDUS VALLEY	47	388	5,953	1,103	45,819	53,875	82 50	2 20	653	
STATE PROVINCIAL										
BAREILLY-PILBHEET	1	8	420	37	618	1,105	30 69		36	
NARAYATI		(g) 1			72	72	2 61		27 25	
TIRHOOT		(g) 61			3,437	8,437	13 20	2 07	226	
NORTHERN BENGAL		(g) 75			4,812	4,812	19 31	0 88	240 25	(g) These are Chor-ludars employed on watch and ward 'duties
KAUNIA-DHARELA		(g) 8			701	701	18 93	0 89	87 03	
DACCA		(g) 21			1,636	1,636	19 81		8,62	
CAWNPORE-ACHNERA	8	21		(h) 1,227	4,297	5,524	21 81	1 09	255 23	(f) Includes Rs. 409 contingent and clothing expenses.
AMRITSAR PATHANKOT	5	43	756	369	6,960	8,125	123 10	0 07	66	
NAGPUR CHHATTISGARH (g)	12	101	500	120	8,754	4,874	29 35		119	(g) The figures quoted represent the strength and cost of Provincial Police on line for 4 months only from 1st January to 30th April 1885 as subsequent to this period the watch in the said districts were, under the new rule, performed by men appointed by the Railway Administration
BURWA	12	65	2,500	1,555	15,510	19,565	59 83		327	(h) Maintained by the Police Department direct
JORHAT (h)		10			728	728	24 88		29 25	
GUARANTEED COMPANIES.										
MADRAS	8	242	3,259	5,850	26,997	36,106	11 94	0 31	860 86	(i) No separate Police force maintained. Work performed by Government Police paid by the State
SOUTH INDIAN (i)	...								654 50	(i) Includes Rs 10,925 contingencies stores and clothing
GREAT INDIAN PENINSULA ...	16	827	17,670	(m) 11,636	1,36,270	(n) 1,65,582	114 81	1 78	1447 75	(i) Includes the proportion payable by the Government of Bombay.
BOMBAY, BARODA AND CENTRAL INDIA	51	380	18,555	13,624	54,431	86,713	165 56	5 12	520	(o) Compensation for goods lost including payments made in mileage proportion with East Indian Railway. What portion of the above is due to theft on carelessness of the Police is not known.
GUJARAT AND ROHILKHAND	4	33		2,650	27,042	29,692	49 15	1 53	604	
SIND, PUNJAB AND DELHI	52	463	5,504	4,781	46,825	57,110	81 11	3 25	764	
ASSISTED COMPANIES.										
BOMBAY AND NORTH WESTERN (l)	...	14	420	37	1,884	1,834	60 5		803	(p) No debit for cost of Police force has yet been made against the Railway. The figures are the estimated cost of Police sanctioned in 1884
ROHILKHAND-KULJAN		5			740	1,197	21 76		55	
NATIVE STATES.										
DHOLAL-ITANSI	1	16	600	119	2,423	3,142	51 88		57 25	
HIS HIGHNESS THE NIZAM'S	4	109			20,195	20,96	170 17		120 44	
BEHAVAGAR GONDAL	18	63	1,933	1,942	10,482	14,377	74 41	0 15	193 21	(q) The cost of Police is borne by the Civil Department
MYSORE (r)		37			...	...	...	...	140	(r) No separate Police maintained on this line. The general Police force of the Durbar performs the duty
JODHPUR (r)					...	...	...	...	64	

FLOOD DAMAGES.

6. The following paragraphs detail the principal flood damages on open lines of Indian Railways in 1885. Abnormal floods in the Ganges Valley seriously damaged the Aligarh branch of the Oudh and Rohilkhand Railway and the Cawnpore-Achnera Railway, and in lower Bengal, the Eastern Bengal, and Bengal Central Railways. The injuries to the South Indian Railway lines were also very heavy.

7. On the 5th September a break occurred at mile 255½ between Luckeeserai and Manapur on the East Indian Railway caused by heavy rains and an unusual flood in the Keul rivers. The water extending some miles back towards the range of hills to the north, first topped the heavy bank and then burst through in two places. All traffic was stopped, the passenger and mail trains being diverted *via* the loop line. Though traffic was resumed on the 9th.

8. On the 9th September at mile 10½ on the Patna-Gya line a double 30 feet girder bridge was reported unsafe, the wing-wall and part of the south abutment having been washed away, and on the following day the bridge gave way. Passengers had to be transhipped and through traffic was interrupted for some days.

9. The Malwa Section of the Rajputana-Malwa Railway was damaged by flood on the 12th July near Nussecrabad, the mixed train being derailed and two passengers injured. A relief train proceeding to the site was also derailed at another break near the same spot. Communication was restored on the 14th.

On the 12th September, the Sabi river rose in flood, and, combined with local heavy rain-fall, damaged the Rewari-Ferozepore section of the Rajputana-Malwa in several places between Rewari, Jatusana, and Kosli; also near Jataoli on the main line, and on the Faracknagar branch. Passengers and mails had to be transhipped, and traffic was interrupted. The breach on the main line was closed on the 16th, and through coaching traffic on the Rewari-Ferozepore resumed on the 17th. The main line was again damaged at Jataoli on the 30th September, but repaired the next day.

10. The floods, which occurred in September and October 1885, seriously damaged this line, and interrupted traffic. The principal damage done was the washing away of a 60-foot iron girder bridge on the Ranaghat-Bongong Section. The span, weighing some 32 tons, was swept away, and completely turned over. The breach here has been repaired, and a fresh bridge of 5 spans of 40 feet is in progress. Breaches also occurred near the 48th, 51st, and on 55th mile (since repaired or in hand); the latter being the most severe, and aggregating about 2,100 feet of embankment. Several minor culverts were severely tried, and the Codla bridge, 3 spans of 80 feet, suffered considerably from converging currents, and one pier and abutment were nearly scoured out. It is proposed to make substantial improvements to this bridge, and meantime a temporary diversion and bridge are being prepared; also to add considerably to the flood openings in the line, especially on the 55th mile.

11. The same floods which damaged the Bengal Central Railway severely tried the Eastern Bengal, which was breached in two places, just south and north of Bagoola station; at miles 57 and 58½; the latter being a very formidable breach, 200 yards wide and 30 feet deep. The west wing wall of a bridge over the Kissengunge road also gave way owing to a large hole being scoured in the front of the bridge. The breaches occurred on the 10th September, and goods traffic was not fully resumed until the 7th October. The floods were due to the bursting of some bunds on the Nudda rivers; and although measures have, it is believed, been taken to repair the damage, it is considered desirable to provide in future against the contingency of the bunds bursting by the supply of additional waterway. This line was also tried on the Goalundo extension, more especially between miles 114½ and 116; but no breaches were made.

The River Termini at Goalundo and Damukdia were a source of considerable anxiety during the year. At Goalundo in the rains the river silted at the east face and cut at the north-east face to such an extent as to render the handling of a heavy traffic almost impracticable, and operations were carried on with the utmost difficulty. At Damukdia, on the other hand, the river silted up when it fell, and the goods working had to be removed to Kooshtea in the middle of October, and worked there for two months; various schemes have been put forth to obviate the inconvenience of a constantly changing station, but there does not seem to be any practical method of avoiding the difficulty.

12. On the 17th July the bridges over the Kali Naddi at miles 70 and 154 Cawnpore-Achnera. were partially carried away by a very heavy flood caused by a fall of 18 inches in 12 hours over a portion of the drainage basin of this river. At mile 70 the two abutments which were on shallow foundations were carried away, and at mile 154 one abutment and about $\frac{1}{4}$ mile of the earth approach were destroyed. Several other breaches of minor importance were also made in the low banks between Khasgunj and Hathras.

Through traffic was suspended from July 17th to November 1st when diversions and temporary bridges were completed at both places.

13. On the 14th September the Vikravandi diversion at mile 92 on the South Indian. South Indian Railway where the line had been seriously damaged by the floods of 1884, was badly breached. Traffic was also interrupted at the Gingee river on the Pondicherry branch. Through traffic on the main line was resumed on the 19th, and on the Pondicherry branch on the 21st. The South Indian again suffered in December 1885, being breached on the 17th of that month near Padalam, Panenti and Alapakom stations, and at the Vikravandi diversion, the Pondicherry branch being also impassable. Traffic on the main line was resumed on the 20th, and on the Pondicherry branch on the 22nd.

14. But little damage was done to the Railways on the Bombay side by the monsoon of 1885. The Great Indian Peninsula. Peninsula had a slight breach at Kalyan on the 17th July, but was repaired by the next day. Similarly, the Bombay, Baroda and Central India. Bombay, Baroda and Central India. was breached near Virar on the 18th July, but through traffic was resumed on the 20th idem. Small breaches also occurred on the Southern Mahratta, Dhond-Manmad, and Bhopal-Itarsi lines, but without any serious damage or important interruption of traffic.

15. The same flood that did so much injury to the Cawnpore-Achnera Railway also damaged a length of about 5 Oudh and Rohilkhand. miles of the Aligarh Branch of the Oudh and Rohilkhand Railway between Rajghat and Atauli Road, and through traffic *via* Aligarh was suspended from the 16th July to the 6th August.

16. On the Bengal and North Western Railway 100 feet of the west Bengal and North Western Railway. approach to the Gungee Bridge was cut away by a sudden rise of the Ganges on the 28th August. The breach was repaired and through traffic resumed on the 1st September.

17. On the Darjeeling-Himalayan Railway 45 inches of rain are reported Darjeeling-Himalayan. to have fallen in the 10 days between the 29th June and 8th July. Twenty slips of various magnitude occurred, and traffic was more or less interrupted during the time, but considering the rainfall the damages were slight.

ACCIDENTS.

18. The following statement gives the total number of persons killed and injured in connection with railway working, during 1885 compared with 1884:—

	PASSENGERS.						RAILWAY SERVANTS OR SERVANTS OF CONTRACTORS.						OTHER PERSONS.								Total all Classes.	
	From causes beyond their own control.		From their own misconduct or want of caution.		Total.		From causes beyond their own control.		From their own misconduct or want of caution.		Total.		Whilst passing over Railways at level-crossings.		Trespassers and suicides.		Miscellaneous not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1884 ..	12	59	31	77	46	136	19	73	111	311	140	413	11	6	150	26	19	17	180	49	306	598
1885 ..	4	25	37	111	41	147	14	67	137	439	151	590	13	5	192	40	15	12	219	66	411	769

19. Particulars regarding accidents to trains are given in the abstract on the next page.

The number of train accidents per 1,000 train-miles was 0·07 or precisely the same as in 1884. There were 4 passengers killed from causes beyond their own control in connection with this class of accidents during 1885, being an average of one per 20½ millions of passengers travelling; 33 were injured or an average of one per 2½ millions. The total number of killed and injured, *viz.* 37, gives an average of 98 millions of miles travelled for each casualty.

CLASS OF ACCIDENTS.		NUMBER OF ACCIDENTS.		DURING 1885.						REMARKS.
				NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL.		
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	Collisions between passenger trains, or parts of passenger trains ...	10	9	...	(a) 14	...	1	...	15	(a) In an accident on the East Indian Railway, at the Agra Fort Station on the 18th January 1885, caused through drunkenness of a Driver, some passenger vehicles collided with two empty carriages while shunting; 6 passengers were injured.
2	" " " and goods or mineral trains, engines, and vehicles standing foul of the line ...	45	41	...	(b) 5	...	(b) 4	...	9	And on the 25th March 1885, at the Gya Station, as ten wagons were being shunted into the Station line, the coupling of the fifth wagon slipped off the draw-bar hook of the next wagon, and the uncoupled wagon came into collision with some passenger vehicles; 8 passengers were injured.
3	Collisions between goods trains, or parts of goods trains ...	71	76	...	...	(c) 2	(c) 12	2	12	
4	" " " light engines ...	11	16	...	...	...	...	...	...
5	Passenger trains, or parts of passenger trains leaving the rails ...	72	96	(d) 3	(d) 7	...	...	3	7	(b) On the East Indian Railway, on the 9th September 1885, a collision occurred at Madhupur Station between a passenger train and a brakeman, causing injury to 4 servants. And on the Bengal Central Railway, at Singia Station, on the 27th December 1885, No. 51 Up Train collided with some wagons, causing injury to 4 passengers.
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	274	287	...	...	...	...	...	...
7	Trains or engines travelling in the wrong direction through points ...	53	56	...	...	1	1	1	1	
8	Trains running into stations or sidings at too high a speed ...	6	22	...	...	...	1	...	1	
9	" " " over cattle on the line ...	1,159	1,186	...	(e) 1	1	(f) 3	1	(g) 4	(c) On the Great Indian Peninsula Railway, at the Karachi Station, on the 8th March 1885, No. 28 Up Goods came into collision with No. 61 Down Goods train through carelessness of the Driver and the Station Master; 1 servant was killed, and 5 injured. And on the Nizam's State Railway, on the 17th November 1885, while shunting at store yard, four Great Indian Peninsula Railway loaded wagons with men in them ran down the incline east of the store yard and collided with the construction engine; causing death to 1 servant and injury to 3 others.
10	" " " over obstructions on the line ...	99	98	...	(e) 1	...	3	...	(g) 4	
11	" " " through gates at level crossings ...	55	47	...	...	1	5	1	5	
12	The bursting of boilers or tubes, &c., of engines ...	78	73	...	...	...	...	...	...	(d) On the Punjab Northern State Railway, at mile 147½ near Gujar Khan Station, on the 15th March 1885, a troop special train was derailed. The cause of the accident has not been satisfactorily explained; 3 men were killed and 4 officers and 3 men injured.
13	The failure of machinery, springs, &c., of engines ...	191	224	...	...	...	...	...	...	(e) Not passenger.
14	" " " of tyres ...	13	13	...	...	...	...	...	...
15	" " " of wheels ...	5	36	...	...	...	...	...	...	(f) On the Burma State Railway, at mile 127-11, Sittang line, on the 2nd November 1885, the engine of No. 64 Down mixed train ran over a bullock, causing injury to 3 servants.
16	" " " of axles ...	36	30	...	...	...	...	...	...
17	" " " of brake apparatus ...	3	2	...	...	...	...	...	...	(g) One was not a passenger.
18	" " " of couplings ...	113	127	...	...	...	1	...	1	(h) Exclusive of the Assam and Jorhat Railways.
19	" " " of tunnels, bridges, viaducts, culverts, &c. ...	1	4	...	...	...	...	...	...	(i) Two were not passengers.
20	Broken rails ...	19	27	...	...	...	...	...	...	(j) Exclusive of the Assam, Rohilkhand-Kumaun, Bareilly-Pilibhet, and Jorhat Railways.
21	The flooding of portions of permanent way ...	63	57	...	2	...	1	...	3	
22	Slips in cuttings or embankments ...	46	36	...	...	...	...	...	...	1884. (j) 1885.
23	Fire in trains ...	216	277	...	...	...	...	...	...	Miles open ... 11,042½ 12,091½
24	Fire at stations, or involving injury to bridges or viaducts ...	23	22	...	...	...	...	...	...	Train miles ... 39,541,470 45,222,502
25	Other accidents ...	198	241	1	5	3	7	4	12	No. of passengers in millions 73½ 80½
TOTAL		(h) 2,860	8,103	4	(i) 35	8	89	12	74	

CHAPTER VII.

LINES OPEN FOR TRAFFIC.

TRAFFIC WORKING.—FARES AND RATES.

TRAFFIC WORKING.

1. The Sind, Punjab and Delhi Railway having become the property of the State on the 1st January 1886, an amalgamated system consisting of that railway, the Indus Valley, the Punjab Northern, and the open sections of the Sind-Pishin and Sind-Sagar State Railways, was formed on that date and placed under one management. The open mileage of the system as above is, excluding branches, 1,791 $\frac{3}{4}$ miles.
North Western System.
2. In addition to the above mileage the Amritsar-Pathankot, 65 miles, and the Rajpura-Patiala, 16 miles, are worked by the Railway, also the Bolan Temporary Line, 47 miles, making the present total mileage worked 1,920 miles.
North Western working mileage.
3. The working of the Bolan Temporary Railway was made over to the Indus Valley Railway in December 1885 with a view to the transport to Hirok of 100 miles of permanent way material required for railway construction on the plateau. The whole of this material has been collected at Hirok, and the line is now being utilised for the transport of military stores to Mach, and the Pishin Valley reserve material to Hirok. The line has not been opened for passenger traffic.
Bolan Temporary.
4. An important feature on the year's working of the Eastern Bengal State Railway was the making over of the steamer service of the Eastern Bengal Railway between Goalundo and Dacca and Narayanganj as regards goods traffic only to the India General Steam Navigation Company for three years from 1st June 1885; the arrangement has so far worked satisfactorily.
Eastern Bengal.
The arrangement alluded to in last year's report with the Calcutta Landing and Shipping Company for effecting deliveries at mills and ships on the river Hooghly below the Gouripur Jute Mill has worked well so far as it has gone, but it has not been so extensively patronised as was expected; 579,638 maunds only were dealt with from 1st January 1885 to 1st January 1886.
A town delivery was established during the year, and consignees can book goods of all descriptions from the forwarding station to any address in the town or suburbs of Calcutta. The facilities offered, however, have not as yet been availed of to any extent.
5. Through booking of goods between the Tirhoot State Railway and the Bengal and North Western Railway was established on 1st December 1885. The ferry between Sonapore and Hajipur over the Gunduk river is worked by the latter Railway.
Bengal and North Western.
6. An agency of the Rohilkhand-Kumaun Railway has been opened at Naini Tal, and a cart service established for the conveyance of goods from Kathgodam Station to Naini Tal. Arrangements have also been made for the through booking of goods to the latter place from all railways. A tonga service between Kathgodam and the Brewery has also been established. These services have not so far been remunerative, and they have hitherto been maintained under very trying circumstances. The road between Kathgodam and Naini Tal is new, and the slips on it during the past rains were many and dangerous, and stopped both tonga and cart traffic at different times and for long periods at a time.
Rohilkhand-Kumaun.

7. The Government of India, after a consideration of the opinions on the subject received from the different Indian lines, being of opinion that the system of forwarding Railway receipts by value payable post which had cropped up in an irregular manner, might without detriment, be generally permitted, decided to recognise it on the North Western and Eastern Bengal State Railways and lines worked thereby. The system is now in use on the Eastern Bengal and connected lines under a general set of rules framed by Government, and will be introduced on the North Western Railway from the 1st April, the many traffic changes involved on the amalgamation having delayed the issue of the necessary instructions.

8. The whole of the troops for the Delhi Camp of Exercise were crossed over the Sutlej and Chenab rivers in the Ferry trains of the North Western Railway, and the military authorities expressed their satisfaction at the success of the arrangements.

9. The tables on pages 74 to 79 contain particulars of the passenger and goods traffic and the unit mileages of the same carried on the various Railways during 1885.

10. Of the important staples, the traffic in grain and seeds in 1885 shows an increase over that of the preceding year of 1,131,143 tons or $23\frac{1}{2}$ per cent., the actual figures being—

					Tons.
In 1884.	...	...	...	...	4,784,990
In 1885	...	...	...	...	5,916,133

11. The wheat traffic has recovered the depression of 1884 and has slightly exceeded that of 1883, the quantities carried by the important exporting railways have been during the past three years as follows :

			1883.	1884.	1885.
			Tons.	Tons.	Tons.
Great Indian Peninsula Railway	...	...	403,823	400,881	457,842
Bombay, Baroda and Central India...	...	...	112,512	59,693	178,231
East Indian Railway	...	...	469,173	186,048	369,000
Sind, Punjab and Delhi Railway	...	...	363,771	249,519	455,391

while the exports from the three chief ports have been—

			1883.	1884.	1885.
			Tons.	Tons.	Tons.
Bombay	...	...	488,096	376,834	565,376
Calcutta	...	...	405,891	130,004	213,759
Kurrachee	...	...	217,348	193,000	325,981
Total	...	...	1,111,335	699,838	1,105,116

FARES AND RATES.

12. The following paragraphs detail the chief alterations in rates and fares on the open lines during the year. The table on pages 72 and 73 show the ordinary Passenger Fares and Goods Rates in force on Indian Railways at the 31st December 1885.

Coaching Fares.

13. From the 1st July 1885, the 1st and 2nd class passenger fares on the Eastern Bengal Railway for all distances over 30 miles were assimilated to those in force on the East Indian Railway, the fares for Suburban traffic up to that distance remaining as before.

14. The reduction of the 3rd class fare to 1·75 pie per mile, alluded to in last year's report, has so far given very satisfactory results, the numbers have increased over 70 per cent on the average, and a substantial increase is now being shown in the receipts.

15. From November 1885 the designations of the 3rd and 4th classes on the Nagpur Bengal, Nagpur-Chhattisgarh Section. Nagpur-Chhattisgarh Railway were changed to intermediate and 3rd class. The fares remaining unaltered—intermediate 4 pies; 3rd class 2 pies, per mile.

16. From the 1st February the 3rd class passenger fares on the Bengal and North Western. Bengal and North Western. North Western Railway have been reduced to 2 pies per mile.

17. From the 1st July 1885 an intermediate class was adopted on the South Indian. South Indian. South Indian Railway, the fare being 3 pies per passenger per mile. At the same time the 2nd class fare was raised from 4 to 6 pies per mile. The 3rd class remains at 2 pies.

Goods Rates.

18. On the East Indian Railway the chief alterations in rates have been a reduction in the grain and seeds rates, from Digah Ghât to Howrah, to Rs 27 per 100 maunds or 15 pie per maund per mile, the lowering of the salt rate from Agra to Benares to Rs 21·6 per 100 maunds or 11 pie per maund per mile; and the reduction in the Howrah to Digah Ghât salt rate to Rs 27 per 100 maunds or 15 pie per maund per mile.

19. Ferry charges at the Indus for all classes of goods from Kurrachee and Kiamán and ferry charges at the Sutlej on all goods to and from Ferozepore are to be abolished on and from the 1st April 1886.

20. The rates on the Eastern Bengal State Railway have varied considerably during the year, especially those for jute, which had to be reduced to an abnormally low figure on account of the water competition. The Railway share of the rate for loose jute was at one time one anna six pies per maund from Goalundo to Calcutta, which gives, eliminating handling charges, a mileage rate of about $\frac{1}{13}$ th pie per maund per mile.

21. The maximum and minimum goods rates for the Rajputana-Malwa detailed in last year's report have been modified by the Government of India and are now as follows:—

Maximum rate for any class of goods one pie per maund per mile, minimum for any class of goods 0·14 pie per maund per mile.

22 The rate for special class goods, through and local, on the Tirhoot State Railway has been reduced from 25 to 20 pies per 100 maunds, a reduction which is showing good results. The rate for coal and for salt upwards has been reduced to 20 pies per 100 maunds per mile.

23. The salt rate *via* the Oudh and Rohilkhand between Cawnpore and Benares was reduced in March to Rs. 15 per 100 maunds. This rate being practically $\frac{1}{8}$ th pie per maund per mile. The through rate from Benares to Sahāranpur for Kerosine oil has also been reduced to Rs. 60 per 100 maunds, or about $\frac{1}{8}$ th pie per maund per mile.

24. On the Bengal and North Western Railway the bulk of the goods traffic, which is grain and seeds, is carried at $\frac{1}{8}$ th pie per maund per mile. Salt from Howrah is carried at $\frac{1}{8}$ th pie per maund per mile. The rate for country tobacco was reduced during the year from $\frac{1}{2}$ to $\frac{1}{8}$ th pie per maund per mile, and that of Mhowa fruit, a considerable staple of traffic, from $\frac{3}{4}$ id to $\frac{1}{8}$ th pie per maund per mile, to enable the Company to compete for the traffic in these two articles with water carriage by country boats.

25. A comparison of the rates of some of the important staples of goods traffic on the Indian and European lines is given below. In working out the Indian rates the exchange is calculated at 1s. 6d. = Re. 1. The English and Continental rates are taken from a report by Sir B. Samuelson, M.P., F.R.S., dated December 1885, the distances, from the tables in Part II of the Report of the Parliamentary Select Committee on Railways, 1881.

Grain		Grain, Liverpool to Birmingham, 12s. 6d. per ton, distance 97 miles—		Rate per ton mile.	
				d.	
Liverpool to Birmingham	...	...	...	1	54
For same distance German tariff would be			...	1	13
" " Belgian " "			...	0	79
" " Dutch " "			..	0	96
" " Indian " "			...	0	85
Sugar		Sugar, London to Sheffield, 15s. 0d. per ton; distance 161 miles—		Rate per ton mile.	
				d.	
London to Sheffield	..	..	...	1	12
For same distance German tariff would be			..	1	32
" " Belgian " "			..	1	00
" " Dutch " "			.	0	96
" " Indian " "			...	0	85
Cotton.		Cotton, Liverpool to Manchester, 7s. 2d. per ton; distance 31 miles—		Rate per ton-mile.	
				d.	
Liverpool to Manchester	..	...	...	2	77
For same distance German tariff would be			...	1	61
" " Belgian " "			...	1	74
" " Dutch " "			...	1	61
" " Indian " "			...	1	53

Cotton goods. Cotton goods, Manchester to Liverpool,
for export 6s. 10d. per ton; distance 31
miles—

						Rate per ton-mile. d.
Manchester to Liverpool	...	...	...	...	...	2·64
For same distance	German tariff would be	...	...	...	...	2·06
"	"	Belgian	"	"	...	2·22
"	"	Dutch	"	"	...	1·61
"	"	Indian	"	"	...	1·28

Coal. Coal, South Yorkshire to London; dis-
tance 161 miles—

						Rate per ton-mile. d.
South Yorkshire to London	...	...	...	...	...	0·51
For same distance	German tariff would be	...	...	...	...	0·51
"	"	Belgian	"	"	...	0·37
"	"	Dutch	"	"	...	0·48
"	"	Indian	"	"	...	0·64

Iron-Bar. Iron (Bar), North Staffordshire to Lon-
don, 13s. 4d. per ton; distance 151 miles—

						Rate per ton-mile. d.
North Staffordshire to London	...	...	...	...	...	1·06
For same distance	German tariff would be	...	...	...	...	0·78
"	"	Belgian	"	"	...	0·50
"	"	Dutch	"	"	...	0·69
"	"	Indian	"	"	...	0·85

The Indian rates quoted are the tariff rates for short distance traffic, but special rates exist for long distance traffic, *e.g.*, grain and seeds are carried by East Indian Railway from Delhi to Howrah, 954 miles, at 0·27d. per ton per mile.

Taking as above Re. 1 = 1s. 6d., the average receipt per passenger mile on Indian Railways in 1885 was 0·24d. ; on
Average Indian passenger mile and goods ton-mile receipts in 1885. the same basis the average goods receipt was 0·64d. per ton-mile.

Table showing Ordinary Passenger Fares and Goods Rates in pies on the principal Indian Railways on the 31st December, 1885.

ADMINISTRATION REPORT.

Table showing Ordinary Passenger Fares and Goods Rates

NAMES OF RAILWAYS.	PASSENGER FARES PER MILE.				SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
	1st Class.	2nd Class.	Intermediate or 3rd Class.	4th or Lowest Class.	Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
STATE IMPERIAL.								
EAST INDIAN	18	9	4.50	2.50	(a)	(b)	9.07	0.33
RAJPUTANA-MALWA	15	8	3.00	2.00 to 2.60	(c)	(d)	9.53	0.35
SOUTHERN MAHRATTA	18	9	...	2.50	6.75	9.00	9.00	0.33
EASTERN BENGAL	18	9	4.00	2.50	5.72	5.44	9.07	0.33
WARDHA COAL	18	9	4.00	2.00	8.00	4.50	10.00	0.37
PUNJAB NORTHERN	12	8	3.50	3.50 & 2.00	6.80	4.54	9.07	0.33
INDUS VALLEY	12	8	2.50	2.00	5.44 to 3.88	2.72 to 4.54	9.07	0.33
STATE PROVINCIAL.								
BARRHILLY-PILIBHUT	18	...	4.50	2.00	6.80	5.44	9.07	0.33
NALHATI	18	6	3.00	...	7.89 & 8.98	11.43	11.07	0.44
TIRHOOT	18	9	4.50	1.75	7.62	7.62	8.98	0.33
NORTHERN BENGAL	18	9	4.00	(n) 2.50	5.44 & 3.89	5.44 & 3.89	9.07	0.33
DACCA	18	9	4.00	2.50	6.80	9.07	9.07	0.33
CAWNPORE-ACHNERA	15	8	3.00	2.00	4.63	4.63	8.98	0.33
AMRITSAR-PATHANKOT	12	8	4.00	2.25	6.80	5.44	9.07	0.33
NAGPUR-CHHATTISGARH	18	8	4.00	2.00	(k)	6.00	10.00	0.37
BURMA	14.90	6	...	3.00	7.98	7.98	12.27	0.45
GUARANTEED COMPANIES.								
MADRAS	18	7	...	2.00	4.53 to 6.80	8.00	10.00	0.37
SOUTH INDIAN	12	6	3.00	2.00	(e)	(e)	(e)	(e)
GREAT INDIAN PENINSULA	12	6	3.00 & 2.50	...	5.00 to 8.00	6.00	10.00, 9.50 & 9.00	0.37, 0.35 & 0.33
BOMBAY, BARODA AND CENTRAL INDIA	12	6	3.00 & 2.50	...	(f) 7.89 (g) 7.08	(h) 7.89	(i) 10.89	(j) 0.40
ODISH AND ROHILKHAND	Upper Class 9,	Intern	mediate 4,	Lower 2.50	4.53 & 5.44	5.44	(l)	(l)
SIND, PUNJAB AND DELHI	12	8	4.00	2.50 & 2.25	6.80	3.89	9.07	0.33
ASSISTED COMPANIES.								
BENGAL CENTRAL	12	6	4.50	3.00	4.08	4.08	8.98	0.33
BENGAL AND NORTH WESTERN	15	9	4.00	2.50	6.81 to 3.40	6.81	9.07	0.33
ROHILKHAND-KUMAON	20.94	...	8.87	2.32	3.80 to 8.98	5.44	19.05	0.70
NATIVE STATES.								
H. H. THE NIZAM'S	18	6	2.50	2.00	8.00	6.00	10.00	0.37
H. H. THE GAEKWAR'S	Upper Class 7,	Lower 3	...	...	(n)	7.89	10.89	0.40
BHAVNAGAR-GONDAL	12	6	...	3.00 & 2.50	7.00	8.00	10.88	0.40
MYSORE	12	6	...	3.00	7.00	8.00	10.00	0.37
JODHPUR	18	6	2.00	...	10.90	...	21.77	0.80
RAJPUTANA-PATIALA	12	8	4.00	2.25	6.80	5.44	9.07	0.33

The rates on the Sindia, Patna-Gya, Dildarnagar-Ghaziipur, and Tarakeshwar were the same as on the East 4th or Lowest class, 3 pies.

" " Pondicherry line were the same as on the South Indian.

" " Dhond-Manmad, Khangaon, Amraoti, and Bhopal-Itarsi were the same as on the Great

" " Patni line were the same as on the Bombay, Baroda and Central India.

" " Kannia-Dharila, Deoghur, Jorhat, Thaton-Duyinzaik, and Assam Railways are omitted,

(a) All Stations except Howrah.

For first 100 miles

" extra distances over 100 up to 450 miles

" extra distances above 450 miles

For Traffic to Howrah.

1 to 100 miles

101 to 450 "

Over 450 "

(b) For distances over 100 miles

" of and over 100 and under 300 miles

" of and over 300 and under 600 miles

" over 600 miles

" Coal for North Western Railway from Giridih to Ghaziabad

(c) 9.53 pies per ton per mile from 1 to 100 miles

6.81 " " 101 to 200 "

4.08 " " 201 to 400 "

2.72 " " over 400 "

When in consignments of 270 maunds or 9.92 tons or over.

(d) As above when carried for the public, but Railway coal at 3.54 pies per ton per mile.

(e) Special 8.98 pies per ton per mile or 0.33 pies per maund per mile.

Ordinary 13.61 " " or 0.50 " "

Combustibles 5.44 " " or 2.00 " "

in pies on the principal Indian Railways on 31st December 1885.

GOODS RATES.								NAMES OF RAILWAYS.
2ND CLASS.		3rd CLASS.		4TH CLASS.		5TH CLASS.		
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	STATE IMPERIAL.
14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	EAST INDIAN.
13·50	0·50	18·00	0·66	27·00	1·00	36·00	1·33	RAJPUTANA-MALWA.
18·14	0·66	27·22	1·00	...	...	...	...	SOUTHERN MAHRATTA.
14·00	0·52	24·00	0·89	34·00	1·25	48·00	1·77	EASTERN BENGAL.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	WARDHA COAL.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	PUNJAB NORTHERN.
								INDUS VALLEY.
13·61	0·50	27·22	1·00	...	...	...	...	STATE PROVINCIAL.
17·96	0·66	23·95	0·88	35·93	1·32	71·86	2·64	BAREILLY-PILGRHET
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	NALHATI.
18·14	0·66	27·22	1·00	...	...	...	...	TIEHOOT.
18·14	0·66	27·22	1·00	...	...	...	...	NORTHERN BENGAL.
13·61	0·50	17·96	0·66	22·59	0·83	27·22	1·00	DACCA.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	CAWNPORE-ACHNERA.
14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	AMRITSAR-PATHANKOT.
15·34	0·56	19·95	0·73	...	...	...	...	NAGPUR-CHHATTISGARH.
								BURMA.
13·61	0·50	18·00	0·66	24·00	0·88	36·00	1·33	GUARANTEED RAILWAYS.
(e)	(e)	(e)	(e)	(e)	(e)	(e)	(e)	MADRAS.
14·00 & 13·50	0·52 & 0·50	23·80, 22·00 & 20·00	0·88, 0·82 & 0·74	34·00, 28·00 & 25·00	1·26, 1·04 & 0·93	48·00, 42·00 & 34·00	1·78, 1·56 & 1·26	SOUTH INDIAN.
(i) 16·33	(j) 0·60	(i) 21·78	(j) 0·80	(i) 27·22	(j) 1·00	(i) 32·66	(j) 1·20	GREAT INDIAN PENINSULA.
(l)	(l)	(l)	(l)	(l)	(l)	(l)	(l)	BOMBAY, BARODA AND CENTRAL INDIA.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	OUDEH AND ROHILKHAND.
								SIND, PUNJAB AND DELHI.
3·81	(o) 0·14	(o) 4·62	(o) 0·17	(o) 5·44	(o) 0·20	(o) 6·80	(o) 0·25	ASSISTED COMPANIES.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	BENGAL CENTRAL.
28·58	1·05	54·44	2·00	...	...	...	...	BENGAL AND NORTH WESTERN.
								ROHILKHAND-KUMAUN.
14·00	0·51	24·00	0·88	34·00	1·25	48·00	1·76	NATIVE STATES.
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	H. H. THE NIZAM'S.
16·33	0·60	21·77	0·80	27·22	1·00	32·66	1·20	H. H. THE GAUKWAR'S.
13·61	0·50	18·00	0·67	24·00	0·89	36·00	1·33	BHÁVNAGAR-GONDAL.
27·22	1·00	29·94	1·10	34·02	1·25	38·11	1·40	MYSORE.
13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	JODHPORE.
								RAJPURA-PATIALA.

Indian, excepting the Passenger Fares on the Takakeshwar, which were—1st class, 12 pies; 2nd class, 6 pies; 3rd or intermediate class, 4·50 pies, and Indian Peninsula.

they being short local lines.

(f) For distances up to 150 miles.

(g) " " from 151 to 400 miles. For through booking with the Rajputana-Malwa Railway—
 1 to 100 miles @ 9·53 pies per ton per mile.
 101 to 200 " @ 6·80 " " " " } for consignments of 5·88 ton and
 201 to 400 " @ 4·08 " " " " } over.
 Over 400 " @ 2·72 " " " "

(h) But for Rajputana-Malwa Railway @ 3·54 pies per ton per mile.

(i) For through booking with the Rajputana-Malwa Railway—
 1st class @ 9·53 pies per ton per mile.
 2nd " @ 14·15 " " " "
 3rd " @ 19·05 " " " "
 4th " @ 23·14 " " " "
 5th " @ 27·22 " " " "

(j) For through booking with the Rajputana-Malwa Railway—
 1st class @ 0·35 pie per maund per mile.
 2nd " @ 0·52 " " " "
 3rd " @ 0·70 " " " "
 4th " @ 0·85 " " " "
 5th " @ 1·00 " " " "

(k) 9·50 pies per ton per mile from 1 to 100 miles.
 3·00 " " " " above 100 "

(l) Low class—6·80 pies per ton per mile or 0·25 pie per maund per mile.
 Middle class—13·61 pies per ton per mile or 0·50 pie per maund per mile.
 High class—27·22 pies per ton per mile or 1·00 pie per maund per mile.

(m) Also 2·25 pies for first 100 miles and 2·00 for next 100 miles.

(n) For distances up to 150 miles, 7·89 pies per ton per mile; for distances from 151 to 400 miles, 7·08 pies per ton per mile.

(o) Special Class rates A to D.

Statement showing the Passenger Traffic on the several

RAILWAYS	PASSENGER					
	FIRST CLASS		SECOND CLASS		THIRD OR INTERMEDIATE	
	Number	Receipts	Number	Receipts	Number	Receipts
		Rs.		Rs.		Rs.
STATE IMPERIAL						
EAST INDIAN	50,691	4,97,355	169,657	6,89,879	567,638	4,91,793
RAJPUTANA-MALWA	17,132	1,51,568	51,329	1,57,592	91,656	1,67,632
SOUTHERN MAHARAJA ...	1,312	10,28	2,806	5,203		
LASIPUR BINGAL	41,012	65,229	8,000	69,82	48,284	2,08,003
WARDHA COAL	357	83	276	351	1,558	815
PUNJAB NORTHERN	9,286	6,567	37,548	1,10,275	21,150	33,60
INDUS VALLEY	1,67	11,07	18,151	81,111		
TOTAL STATE IMPERIAL	1,178	93,73	365,549	11,775	1,176,766	9,11,685
STATE PROVINCIAL						
BARHAT PILIBHET	288	1,000			77	58
NAGHAT	58	1,121	3,113	3,460	11,551	89,001
TERHOOI	6,591	23,725	6,951	13,057	8,233	7,159
NORTHERN BENGAL	3,982	42,731	9,559	43,031	29,256	38,733
KATMA-DHARLA	510	2,108	1,786	2,110		
DUGGA	1,328	1,311	2,571	1,382	1,190	883
CANTONMENT ACHNERA	1,822	5,110	5,601	7,551	7,197	41,6
AMRITSAR PAHANKOT	2,073	5,6	5,811	6,22	2,23	1,381
NAGPUR CHHAILINGGAH	3,169	5,161	10,815	7,516	15,557	6,175
BURMA	5,533	21,959	6,610	51,700		
JORHAT			(1) 6	(1) 81		
TOTAL STATE PROVINCIAL	26,713	1,10,51	111,559	1,10,116	181,91	98,09
GUARANTEED COMPANIES						
MADRAS	11,837	1,80,637	53,705	1,91,194		
SOUTH INDIAN	12,116	4,476	18,176	41	1,118	27,031
GREAT INDIAN PENINSULA	61,863	3,15,531	356,619	6,15,071	501,911	8,19,515
BOMBAY, BARODA AND CENTRAL INDIA	71,008	1,17,585	698,909	2,50,000	(c) 601,900	(c) 7,97,162
OLAH AND ROHILKHAND			(a) 25,55	(a) 90,151	(1) 6,17	(e) 17,120
SIND, PUNJAB AND DELHI	20,771	1,55,531	9,23	2,55,532	10,595	6,072
TOTAL GUARANTEED COMPANIES	1,10,15	8,10,163	1,275,951	11,12,522	1,251,123	17,17,206
ASSISTED COMPANIES						
BENGAL CENTRAL	2,490	4,303	23,823	15,088	57,996	21,382
DIOGHUR	251	126			183,33	22,921
BINGAL AND NORTH WESTERN	3,26	9,93	6,816	11,182	5,077	3,93
ROHILKHAND KUMAUN	2,179	21,993			3,10	9,875
ASSAM	2,73	4,128	2,596	2,544	67,073	36,661
TOTAL ASSISTED COMPANIES	10,789	10,542	33,35	30,111	31,858	91,777
NATIVE STATES						
HIS HIGHNESS THE NIZAM'S	3,806	27,781	19,206	36,993	(c) 116,023	(c) 96,638
HIS HIGHNESS THE GAEKWAR'S			(a) 2,111	(1) 2,27		
BHAYNAGAR GONDAL	2,659	8,019	15,053	16,068		
MYNOR	3,135	8,286	18,671	13,174		
JODHPUR	915	4,632	2,003	3,	186,879	79,955
RAJPUTANA-PATIALA	715	591	1,610	602	302	102
TOTAL NATIVE STATES	11,290	49,509	55,122	72,527	313,201	1,76,690
TOTAL OF ALL RAILWAYS	361,037	18,74,198	1,815,100	28,33,321	3,262,221	30,11,305

Note.—Information not received for the Darjeeling

- (a) Upper class
 (b) Lower Class
 (c) Third Class passengers by mail trains.

Railways during the year ending 31st December 1885.

TRAFFIC					RAILWAYS.
During or Lower		Other coaching traffic	Total		
Number	Receipts		Number	Receipts	
	Rs	Rs.		Rs	
					STATE IMPERIAL
12 018 481	1,05 92 170	18,13 162	12,829 167	1,10 47 159	EAST INDIAN
5,512,621	32,51,762	5,1 156	5,951,205	45,81,000	RAJPUJANA MALWA.
498,279	2 78 300	11 925	502,787	3,38 666	SOUTHERN MAHARAJA.
4 07 1751	11 5 079	2 11 717	4,63 111	19 13 000	EASTERN BENGAL
115,211	31 309	2,710	122,262	36,071	WAIKUNTA COAL
2 010 877	19 09 017	4 15 510	2 112 181	19 31 019	PUNJAB NORTHERN.
1 511 729	15, 1 020	1 21,765	1 518 210	20 78 205	INDUS VALLEY.
26,14 215	1,5 13 187	31 87,145	28,113,3 7	2 50 07,603	TOTAL STATE IMPERIAL.
					STATE PROVINCIAL.
81,833	27 261	1 636	85 198	29 97	P. P. P. P. P. P. P.
1,410,551	4,6 276	71 782	1,462 159	5,12,202	RAJPUJANA MALWA.
863,288	4,70 751	86 291	906 085	6,52 113	NORTHERN BENGAL
79 15	3 11	7 05	92 191	47 77	RAJPUJANA MALWA.
252 928	2,620	1 722	251 020	41,060	DACCAL
1,605 450	4 75 117	27 593	1 620 073	5 19 810	CANALPORT ACHAFRA
1 312	1 3 095	11 081	5 9 503	1 77 101	RAJPUJANA MALWA.
721,522	1 59,2 7	19 105	729 123	2 27,2 7	NAGPUR CHHATTISGARH.
2 508 138	11 42 990	52 677	2,851 311	12,71 726	RAJPUJANA MALWA.
(b) 1,0 9	(7) 5 11	33	0 11	702	JOHANN.
8,116,176	29,56,772	2,57 103	8,712,102	37,1 17	TOTAL STATE PROVINCIAL.
					GUARANTEED COMPANIES.
5 175,308	23 36 178	5 05 608	5 742 910	32,19 677	MADRAS
6,28,915	2 1 913	1,01 871	6,391,222	23,18,916	SOUTH INDIAN
8,051,120	45,18,670	12,17,812	8,072,376	78,71,625	GREAT INDIAN PENINSULA.
(d) 9,016,906	(7) 22 11 928	4,25,311	10 121 783	38,01 831	BOMBAY, BARODA AND CENTRAL INDIA
(b) 2 870,1 37	(7) 15,10 113	1 1 575	2 1 9192	21 38,925	ODISHA AND ROHITKHAND
1,7 2,954	3 1,621	8 70,051	4 571 111	40 9,110	SIND, PUNJAB AND DELHI.
33,121,710	1,6 95,913	26,07 260	33,101,211	2,12 8 191	TOTAL GUARANTEED COMPANIES.
					ASSISTED COMPANIES.
1,075,770	3,78,498	576	1,100 079	4,20 717	BENGAL CENTRAL
915 599	4,48,231	19,998	153 135	23 017	DEOGHUR
89,621	49,326	2 801	930 785	4,93 15	BENGAL AND NORTH WESTERN
		4,501	9 113	1,07 0 4	ROHITKHAND KUMAUN
			7 512	18 137	ASSAM
2,081,023	8,71,088	50,879	2,142,185	10 92,300	TOTAL ASSISTED COMPANIES
					NATIVE STATES.
(d) 341 521	(7) 1 96 228	61 933	510 656	4 22 618	HIS HIGHNESS THE NIZAM'S
(b) 248 611	(b) 8 12	2 596	292 0 7	93 107	HIS HIGHNESS THE GALLWAR'S.
752,657	4 31,931	34,3 5	801 372	4 93,386	BRANAGAR GONDAL
431,788	2,23,657	19 057	418 507	2 81 481	M. S. S. S.
152,287	27,116	12 171	189,827	1 01 251	ROHITKHAND
		2 255	155 674	11,016	RAJPUJANA MALWA.
1,997,964	9,70,587	1,75 37	2,297,5 1	11,04,970	TOTAL NATIVE STATES
75,393,418	4,00,93,377	75,68,970	80,864,779	5,53,81,261	TOTAL OF ALL RAILWAYS

Himalayan and Thaton-Duyinzaik Railways

- (d) Third Class passengers by other than mail trains
- (e) Lower Reserved.

Statement showing the Goods Traffic on the several

RAILWAYS.		GOODS							
		GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION.		COAL FOR PUBLIC AND CONSTRUCTION.	
		Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
STATE IMPERIAL.			Rs.		Rs.		Rs.		Rs.
EAST INDIAN	...	2,324,548	2,55,19,510	12,843	5,87,547	176,642	1,47,528	943,889	50,55,410
RAJPUTANA-MALWA	...	1,001,316	1,09,05,720	4,192	1,10,583	44,688	92,869	7,688	45,014
SOUTHERN MAHRATTA	...	50,426	2,79,784	58	1,159	106,144	2,06,304	639	2,479
EASTERN BENGAL	...	445,532	19,98,771	306	2,378	81,952	62,352	28,155	65,003
WARDHA COAL	...	29,552	51,504	...	3	163	273	83,439	87,200
PUNJAB NORTHERN	...	315,680	13,24,185	6,346	1,04,302	34,430	65,931	...	...
INDUS VALLEY	...	694,762	69,09,864	29,004	5,45,319	100,863	6,50,327	5,697	27,188
TOTAL STATE IMPERIAL	...	4,870,816	4,69,92,338	52,749	13,51,291	544,382	12,25,594	1,069,507	52,82,239
STATE PROVINCIAL.									
BAREILLY-PILIBHET	...	21,271	38,732	...	...	7,411	6,523	...	...
NALHATI	...	7,292	18,689	...	...	...	...	3,755	6,378
TIRHOOT	...	173,264	5,00,400	38	334	5,837	26,609	7,848	22,595
NORTHERN BENGAL	...	171,793	11,44,182	182	2,716	11,876	36,713	2,970	13,852
KANUNIA-DHARLLA	...	4,188	11,519	45	274	15	13	...	1
DACCA	...	3,435	14,584	...	...	36,717	30,974	15	31
CAWNPORE-ACHNERA	...	133,065	2,77,456	770	5,864	14,219	37,456	900	2,357
AMRITSAR-PATHANKOT	...	60,187	83,539	650	633	1,870	547	324	454
NAGPUR-CHHATTISGARH...	...	224,312	11,30,041	453	814	3,724	6,285	1,155	924
BURMA	...	166,323	6,85,901	1,649	16,263	31,260	56,749	1,466	3,916
JORHAT	...	5,599	30,744	...	...	...	...	39	125
TOTAL STATE PROVINCIAL	...	970,729	39,35,787	3,787	26,898	162,929	2,01,869	18,472	50,633
GUARANTEED COMPANIES.									
MADRAS	...	646,395	40,47,164	2,814	71,660	2,084	13,676	227	1,332
SOUTH INDIAN	...	584,256	18,17,917	210	11,015	117,537	40,067	59	48
GREAT INDIAN PENINSULA	...	1,728,602	2,62,77,950	11,227	2,42,414	23,880	52,202	51,679	1,51,099
BOMBAY, BARODA AND CENTRAL INDIA	...	1,084,835	82,85,480	1,398	30,381	24,036	40,117	38,379	2,17,367
ODISH AND ROHILKHAND	...	639,828	24,37,219	2,347	16,043	140,354	2,59,475	6,287	11,682
SIND, PUNJAB AND DELHI	...	1,659,929	76,76,572	26,044	4,01,241	50,051	23,396	34,031	1,21,185
TOTAL GUARANTEED COMPANIES	...	6,343,845	5,05,42,332	44,070	7,72,754	357,942	4,28,933	130,662	5,02,713
ASSISTED COMPANIES.									
BENGAL CENTRAL	...	27,541	59,750	15	16	...	...	2,662	5,040
DEOGHUR	...	...	...	...	...	...	...	...	...
BENGAL AND NORTH WESTERN	...	95,003	4,59,990	22	407	42,818	90,024	2,627	5,599
ROHILKHAND-KUMAUN	...	17,964	33,921	14	87	33,530	39,846	...	...
ASSAM	...	11,571	94,338	...	...	...	...	36,816	98,564
TOTAL ASSISTED COMPANIES	...	152,079	6,47,999	51	510	81,348	1,29,870	42,105	1,09,208
NATIVE STATES.									
HIS HIGHNESS THE NIZAM'S	...	90,213	4,94,948	1,806	23,377	19,696	1,24,231	420	1,516
HIS HIGHNESS THE GAEKWAR'S	...	29,931	57,134	...	...	69	22	1	1
BHAYNAGAR-GONDAL	...	74,863	4,46,396	...	...	12,762	10,811	797	2,905
MYSORE	...	48,588	1,33,289	...	...	3,670	14,920	...	...
JODHPUR	...	20,489	65,471	...	...	4,368	2,957	6	22
RAJPUTANA-PATIALA	...	20,681	15,870	16	16	1,150	340	888	688
TOTAL NATIVE STATES	...	284,715	12,18,103	1,822	23,396	41,713	1,58,281	2,112	5,182
TOTAL OF ALL RAILWAYS	...	12,622,134	10,38,36,559	102,479	21,74,846	1,188,314	21,89,547	1,282,858	59,49,920

Note.—Information not received for the Darjeeling

(a) Less Rs. 3,054 due to outstandings not recovered.

Railways during the year ending 31st December 1885.

TRAFFIC.

COAL FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL.		LIVE-STOCK.		MISCELLANEOUS.	TOTAL.		Railways.
Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Receipts.	Tons.	Receipts.	
	Rs.		Rs.		Rs.	Rs.		Rs.	
205,404	5,12,521	1,069,017	6,94,177	1,701	73,465	(a) 76,852	4,731,044	3,26,67,020	STATE IMPERIAL.
73,395	2,46,678	67,690	1,63,228	231	9,097	13,811	1,199,200	1,15,87,000	EAST INDIAN.
1,788	6,102	6,888	15,214	11	113	1,630	174,951	5,12,786	RAJPUTANA-MALWA.
38,272	31,903	57,632	44,301	185	5,863	11,181	652,031	22,24,760	SOUTHERN MAHARATTA.
5	3	1,527	1,877	...	...	436	114,686	1,44,296	EASTERN BENGAL.
9,614	18,423	14,886	24,064	1,310	31,581	98,218	3,2,266	16,66,704	WARDHA COAL.
18,519	70,766	85,915	91,527	2,612	58,501	37,500	936,872	83,90,929	PUNJAB NORTHERN.
									INDUS VALLEY.
346,997	8,89,307	1,303,555	10,34,391	6,051	1,78,627	2,39,628	8,191,057	5,71,93,505	TOTAL STATE IMPERIAL.
									STATE PROVINCIAL.
...	...	14	35	...	...	259	28,696	45,546	BAREILLY-PILIBHEET.
...	...	490	420	...	...	194	11,537	25,681	NALHATI.
4,275	5,267	3,261	7,946	3	45	17,075	194,526	5,80,271	TIRHOOT.
6,575	18,219	12,185	30,161	82	1,921	4,253	205,663	12,52,017	NORTHERN BENGAL.
37	45	...	...	...	...	357	4,285	12,209	KAUNIA-DHARLA.
156	240	50	60	...	...	67	90,373	45,956	DACCA.
4,640	9,959	3,422	6,112	2	37	292	157,018	3,39,533	CAWNPORE-ACHNERA.
65	42	9,580	2,118	...	273	553	72,676	88,159	AMRITSAR-PATHANKOT.
5,726	14,287	48,093	20,153	1	11	4,973	283,464	11,77,488	NAGPUR-CHHATTISGARH.
417	130	33,542	52,672	968	17,680	2,621	235,625	8,35,932	BURMA.
16	34	...	...	...	...	...	5,654	30,900	JORHAT.
21,907	48,223	110,637	1,19,677	1,056	19,967	30,644	1,289,517	44,33,698	TOTAL STATE PROVINCIAL.
									GUARANTEED COMPANIES.
5	19	239,592	84,730	1,534	46,684	7,711	892,681	42,72,976	MADRAS.
12,952	22,714	430,267	86,211	308	4,125	3,311	1,135,589	19,85,700	SOUTH INDIAN.
156,143	5,74,853	393,881	7,62,115	9,775	1,16,214	27,461	2,37,518	2,82,04,308	GREAT INDIAN PENINSULA.
53,294	1,52,763	123,363	1,85,660	11,750	2,37,751	6,581	1,337,055	91,56,057	BOMBAY, BARODA AND CENTRAL INDIA.
37,321	90,185	142,831	1,11,881	32	618	8,528	969,609	29,35,661	ODISH AND ROHILKHAND.
46,008	1,04,218	245,317	1,99,058	(b) 1,772	47,628	35,046	2,063,152	86,08,344	SIND, PUNJAB AND DELHI.
305,723	9,44,752	1,565,254	14,29,655	25,171	4,53,327	83,580	8,772,637	5,51,62,010	TOTAL GUARANTEED COMPANIES.
									ASSISTED COMPANIES.
2,621	2,024	5,044	2,711	1	9	252	37,884	69,802	BENGAL CENTRAL.
...	...	...	...	...	...	...	(c) 2,115	(c) 617	DEOGHUR.
13,634	18,587	742	2,057	3	28	1,464	154,819	5,78,151	BENGAL AND NORTH WESTERN.
...	...	59	104	11	188	580	56,578	74,726	ROHILKHAND-KUMAUN.
...	...	...	7	...	150	...	48,357	1,93,059	ASSAM.
16,255	20,661	5,845	4,879	15	377	2,296	299,813	9,16,360	TOTAL ASSISTED COMPANIES.
									NATIVE STATES.
3	9	24,563	18,690	446	9,938	3,002	137,149	6,75,706	HIS HIGHNESS THE NIZAM'S.
229	127	2,586	949	6	17	156	32,822	58,406	HIS HIGHNESS THE GARHWAR'S.
2,578	818	4,346	3,450	38	327	1,668	95,381	4,66,375	BHAVNAGAR-GONDAL.
7	21	3,274	4,426	28	1,100	1,000	55,567	1,59,765	MYSORE.
...	...	1	1	2	24	900	24,914	69,384	JODHPUR.
281	61	556	150	73	242	135	23,595	17,502	RAJPUTANA-PATIALA.
3,048	1,036	85,326	27,666	595	11,654	6,872	369,331	14,47,188	TOTAL NATIVE STATES.
3,048	19,04,019	3,020,617	26,16,268	32,888	6,63,950	3,63,021	18,925,385	11,91,53,747	TOTAL OF ALL RAILWAYS.

Bombay and Thatta-Duynsalk Railways.

(b) Approximate.

(c) Not classified.

Statement showing the Unit Mileage of Passengers and Goods carried

Railways.	PASSENGER TRAFFIC.						General Merchandise.
	NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					Other Coaching Traffic. Ton miles.	
	First Class.	Second Class.	Third or intermediate Class.	Fourth or lowest Class.	Total.		
STATE IMPERIAL.							
EAST INDIAN (include)	6 635,161	26,455,066	26,094,980	806,559,689	865,745,800	11,538,372	719,399,57
RAJPUTANA-MALWA... ..	2,285,521	9,385,075	6,892,278	33,185,844	357,701,721	3,039,758	299,910,27
SOUTHERN MAHRATTA	111,641	288,374	...	21,394,161	21,747,177	152,475	5,319,37
EASTERN BENGAL	1,149,387	2,367,872	12,388,790	111,808,233	127,744,282	751,295	44,310,93
WARDHA COAL	11,912	8,617	41,231	3,005,698	3,060,558	9,985	1,067,59
PUNJAB NORTHERN	1,261,581	6,112,438	1,835,571	106,624,542	115,864,132	1,900,210	33,192,22
INDUS VALLEY	772,154	4,016,224	...	130,314,699	135,703,377	2,905,867	249,860,77
TOTAL STATE IMPERIAL	12,212,761	49,214,566	47,252,850	1,518,892,866	2,627,573,041	20,297,962	1,353,060,76
STATE PROVINCIAL.							
BAREILLY-PILIBHEET	10,367	...	2,475	2,617,056	2,630,198	4,817	652,67
NALHATI	15,301	110,793	2,520,159	...	2,646,553	26,195	185,00
TIRHOOT	285,311	322,167	348,111	46,766,839	47,722,460	379,690	11,473,90
NORTHERN BENGAL	516,717	1,267,618	2,161,922	37,949,747	41,926,064	306,283	20,874,54
KAUNIA-DHARLA	17,30	39,167	...	1,515,646	1,572,417	16,150	58,88
DACCA	15,15	29,713	44,546	2,785,428	2,875,110	2,145	219,90
CAWNPORE-ACHNERA	65,137	247,996	264,679	45,611,053	46,188,858	141,716	7,552,35
AMRITSAR-PATHANKOT	10,125	112,860	66,686	13,034,345	13,544,113	37,918	2,072,68
NAGPUR-CHHATTISGARH	72,510	328,951	345,910	18,237,541	18,984,142	63,654	19,910,91
BURMA	235,496	2,256,307	...	73,151,344	75,648,145	155,576	18,245,11
JOHAT ... ..	...	(a) 57,740	...	...	57,720	...	75,98
TOTAL STATE PROVINCIAL	1,354,301	4,973,614	5,753,918	241,698,999	253,790,840	1,134,144	81,321,98
GUARANTEED COMPANIES.							
MADRAS	2,487,011	6,369,101	...	241,359,698	250,153,870	2,738,630	99,178,85
SOUTH INDIAN	736,437	2,033,174	1,731,806	223,114,022	227,935,767	358,905	42,270,73
GREAT INDIAN PENINSULA	6,117,211	32,316,161	51,559,281	355,393,978	448,419,661	8,140,104	579,235,27
BOMBAY, BARODA AND CENTRAL INDIA	2,201,127	9,919,127	(e) 177,403,502	(f) 52,297,575	241,824,328	2,440,577	203,940,93
ODISH AND ROHILKHAND ... ..	...	(b) 1,920,261	(c) 3,371,026	(d) 141,349,838	146,653,125	800,569	78,694,18
SIND, PUNJAB AND DELHI	2,981,391	12,621,531	3,171,438	266,042,826	284,820,189	5,326,020	213,899,48
TOTAL GUARANTEED COMPANIES	14,522,237	65,173,717	210,213,053	1,270,862,937	1,599,806,940	20,105,106	1,217,219,47
ASSISTED COMPANIES.							
BENGAL CENTRAL	80,521	575,670	1,111,027	24,697,679	26,464,899	66,356	1,750,92
BENGAL AND NORTH WESTERN	121,391	260,280	177,897	34,124,374	34,983,941	68,418	10,875,40
ROHILKHAND-KUMAUN	139,257	...	211,212	3,720,681	4,071,147	62,621	733,06
ASSAM	78,891	57,551	1,791,672	...	1,931,118	...	426,54
TOTAL ASSISTED COMPANIES	4,237,557	893,501	3,291,808	62,812,734	67,451,105	197,398	13,785,98
NATIVE STATES.							
HIS HIGHNESS THE NIZAM'S	366,140	1,965,810	(e) 7,421,386	(f) 18,848,477	23,602,128	434,335	8,485,71
HIS HIGHNESS THE GAIKWAR'S ... ..	...	(b) 71,964	...	(d) 5,680,177	5,752,137	8,190	740,73
BHAVNAGAR-GONDAL	103,771	440,291	...	31,329,177	31,878,243	149,217	6,435,68
MYSORE	158,661	537,906	...	14,573,520	15,270,121	50,255	2,821,75
JODHPUR	51,510	106,627	7,675,691	...	7,833,876	55,630	585,27
RAJPUTANA-PATIALA	10,462	20,060	4,884	2,313,752	2,379,159	6,914	338,15
TOTAL NATIVE STATES	695,921	3,142,677	15,101,961	72,775,101	91,715,664	704,548	19,957,31
TOTAL OF ALL RAILWAYS	20,215,287	123,403,075	311,646,590	3,176,072,841	3,640,387,596	42,489,158	2,684,745,47

(a) Passenger mileage of "Upper" and "Lower" class passengers.
 (b) Upper class.
 (c) Lower Reserved and Intermediate class.

NOTE.—Information not received from the Darjeeling-Himalayan, Deoghat

on the several Railways during the year ending 31st December 1885.

GOODS TRAFFIC.							Railways.
NUMBER OF TON MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).							
Military Stores.	Railway materials for construction.	Coal for the public and construction.	Coal for revenue only.	Revenue stores other than Coal.	Live-Stock.	Total.	
STATE IMPERIAL.							
6,045,264 938,083	8,465,969 4,117,867	205,825,890 1,369,534	48,858,340 12,980,402	59,356,817 7,280,271	619,632 59,156	1,048,601,489 326,655,590	EAST INDIAN. RAJPUTANA-MALWA.
10,047 29,732 22	5,051,637 2,229,171 6,183	99,171 2,591,398 3,597,688	276,575 2,417,242 114	571,651 2,006,121 71,990	1,169 22,438 ...	11,329,621 52,007,342 4,743,597	SOUTHERN MAHRATTA. EASTERN BENGAL. WARDHA COAL.
1,001,792 6,937,542	2,326,965 25,586,572	... 1,316,109	1,282,426 4,671,495	848,211 4,187,340	192,831 474,107	38,845,454 2,302,941	PUNJAB NORTHERN. INDUS VALLEY.
14,962,482	47,784,665	214,799,790	70,486,594	74,322,414	1,400,330	1,776,817,037	TOTAL STATE IMPERIAL.
STATE PROVINCIAL.							
...	160,236	...	...	412	...	818,327	BAREILLY-PILIDHEET.
...	...	101,503	...	10,744	...	297,252	NALHATI.
2,865	736,158	585,867	161,937	219,234	208	12,180,262	TIRHOOT.
32,640 929	1,217,139 380	526,561 5	775,833 775	942,675 ...	10,341 ...	24,379,724 60,951	NORTHERN BENGAL. KAUNIA-DHARLA.
...	1,092,900	1,102	8,541	2,034	...	1,324,483	DACCA.
61,767 5,434 8,490	851,776 38,582 118,325	65,696 13,758 33,823	600,471 2,991 533,271	231,140 149,371 1,507,281	87 ... 26	9,366,295 2,282,821 22,112,153	CAWNPORE-ACHNERA. AMRITSAR-PATHANKOT. NAGPUR-CHHATTISGARH.
219,715 ...	843,490 ...	198,771 881	3,750 1,011	532,492 ...	465,008 ...	20,508,344 77,879	BURMA. JORHAT.
334,845	5,058,967	1,527,967	2,088,583	3,595,384	475,770	94,403,504	TOTAL STATE PROVINCIAL.
GUARANTEED COMPANIES.							
703,660 47,139 2,355,542 289,091 256,215 3,737,161	453,794 1,501,377 1,670,474 1,627,124 11,116,148 1,650,361	41,327 2,402 4,761,683 11,790,116 576,509 5,983,549	1,576 1,094,155 24,878,205 8,80,111 6,327,392 6,874,135	4,600,682 3,646,619 42,919,708 7,022,041 9,017,378 11,040,889	350,628 53,944 1,341,120 2,441,631 2,833 ...	105,330,519 48,616,268 658,165,314 235,991,117 109,020,716 246,155,538	MADRAS. SOUTH INDIAN. GREAT INDIAN PENINSULA. BOMBAY, BARODA AND CENTRAL INDIA. ODISH AND ROHILKHAND. SIND, PUNJAB AND DELHI.
7,338,808	21,019,218	23,158,676	47,555,574	82,247,300	4,190,430	1,102,809,567	TOTAL GUARANTEED COMPANIES.
ASSISTED COMPANIES.							
28 9,050 770 ...	... 2,549,807 1,055,600 ...	229,389 257,461 ... 2,153,592	97,219 813,758	179,812 66,519 2,590 ...	40 8,176 685 ...	2,237,415 14,580,134 1,792,709 2,580,111	BENGAL CENTRAL. BENGAL AND NORTH WESTERN. ROHILKHAND-KUMAUN. ASSAM.
9,857	3,605,413	2,640,442	910,977	248,921	8,901	21,210,449	TOTAL ASSISTED COMPANIES.
NATIVE STATES.							
217,986 256	2,380,372 1,196 505,933 430,570 130,891 23,979	49,376 15 59,036 ... 386 14,856	231 6,991 34,796 565 ... 4,320	643,583 41,620 211,914 148,304 30 3,742	52,720 113 2,631 1,867 109 ...	11,834,989 792,667 7,250,226 2,403,001 668,692 385,314	HIS HIGHNESS THE NIZAM'S. HIS HIGHNESS THE GAEKWAR'S. BHAVNAGAR-GONDAL. MYSORE. JODHPUR. RAJPUTANA-PATIALA.
218,222	3,472,941	123,660	46,856	1,057,220	57,640	24,333,890	TOTAL NATIVE STATES.
22,914,234	80,971,204	242,250,544	121,088,584	161,471,308	6,132,101	3,319,574,447	TOTAL OF ALL RAILWAYS.

and Thakur-Duyinzaik Railways.

(2) Lower class.

(3) Third class passengers by mail trains.

(4) Third class passengers by other than mail trains.

CHAPTER VIII.

REVENUE AND TRAFFIC RESULTS.

REVENUE.

1. On page 82 will be found a statement giving the Capital outlay, [exclusive of Steam-boat Service and Suspense Accounts] for the several lines of railway open for traffic.

The average cost per mile of all open lines, [excluding Steam-boat Service and Suspense Accounts] is Rs. 1,27,934. The 5' 6" and the metre gauge lines have averaged respectively Rs. 1,67,526 and Rs. 66,163 per mile.

2. The net revenue derived from Railways during the year 1885 amounted to Rs. 9,12,63,306 as compared with Rs. 7,91,00,677 in 1884.

3. The total Capital debit excluding indirect charges against lines open to traffic on the 31st December 1885 was Rs. 1,61,91,78,405 and the percentage of the net earnings on this outlay amounted to 5·64 as compared with a similar percentage of 5·09 in 1884 on a capital outlay of Rs. 1,55,45,03,665.

4. Excluding the Steam-boat Service and Capital expenditure on suspense account the general results of railway working compare as follows for the last three years :

	1883.	1884.	1885.
Miles open at end of year	10,447·09	11,527·24	12,207·71
Capital outlay at end of year ... Rs.	1,42,12,31,294	1,50,18,58,806	1,56,17,76,876
Average cost per mile open	1,36,108	1,30,288	1,27,934
Gross earnings during the year	16,27,97,525	15,97,63,256	17,88,05,185
Working expenses during the year	7,87,81,945	8,06,26,163	8,77,01,962
Net profits of the year	8,40,15,580	7,91,36,793	9,11,03,223
Percentage of net profits on capital cost	5·91	5·27	5·84
Gross earnings per mile per week calculated on mean mileage worked Rs.	301	276	284

5. On page 83 will be found a statement comparing the net earnings and (their percentages on Capital expenditure for the principal railways during the last five years.

6. The net revenue earned by the Imperial and Provincial State lines, East Indian and Branch lines excepted, during the past year amounted to *Rs. 2,00,32,980, being a return of 4·38 per cent. on a total Capital expenditure of Rs. 45,71,92,862. Including the East Indian Railway and State Branch lines worked by it, the net earnings of the State lines were at the rate of 6·17 per cent. on the Capital expended.

* This includes the Southern Mahratta which was shown under Assisted Companies in last year's report.

7. The net revenue of the East Indian Railway including the branch (a) lines worked by it, amounted to Rs. 3,08,19,333, being at the rate of 8·40 per cent. on a total Capital expenditure of Rs. 36,70,50,045. The surplus profits on this line during the past year, after paying annuity and interest charges, were Rs. 81,47,513, of which sum $\frac{1}{5}$ th or Rs. 16,29,503 was paid over to the working Company as its share under the contract.

8. The statements relating to Guaranteed Railway transactions on pages 84 to 87 are similar to those given in previous reports. Conversions from the Indian currency into sterling have been made at the contract rates of exchange.

The Guaranteed lines returned a net revenue of £3,505,142. The guaranteed interest for the year amounted to £3,191,169, so that the net earnings were in excess of the guaranteed interest by £313,973.

From the commencement of operations up to 31st December 1885, a gross sum of £64,650,921 has been advanced as interest by the State to the Guaranteed Railway Companies, excluding the East Indian and Eastern Bengal Railways, and up to 30th June 1885 the total net earnings of these railways, exclusive of half of any surplus profits realized, amounted to £38,506,292, leaving a net amount of £26,144,629 which has been paid by the State.

The surplus profits realized on Guaranteed Railways during the year 1885 amounted to £785,866 as compared with £701,849 in 1884, and £911,382 in 1883.

9. The lines in the hands of Assisted Companies, including the Tarakespur Railway, yielded during 1885 a net revenue of Rs. 7,69,654, being at the rate of 2·02 per cent. on a total Capital outlay of Rs. 3,80,82,320.

10. The net revenue earned by the native State lines during the same period amounted to Rs. 12,77,881, being at the rate of 2·65 per cent. on a total Capital outlay of Rs. 4,82,13,793.

(a) Sindia, Patna-Gya, Gházipur-Dildárnagar, and Tárakeswar.

Statement showing the total cost of each Railway on 31st December 1885, and the average cost per mile.

Railway.	Length of line open on 31st December 1885.	Total Capital outlay to 31st December 1885 (exclusive of Steam-boat Service and Suspense).	Average cost per mile (exclusive of Steam-boat Service and Suspense).	Total Capital outlay to 31st December 1885.
	Miles.	Rs.	Rs.	Rs.
STATE IMPERIAL.				
EAST INDIAN ...	1,515.00	34,41,03,024	2,27,151	35,16,65,868
RAJPUTANA-MALWA ...	1,411.18	10,65,68,439	75,517	11,09,73,568
PATRI ...	22.50	8,08,405	35,929	8,08,405
SINDIA ...	74.88	89,20,769	1,19,134	89,51,493
DHOND-MANMAD ...	145.75	1,02,53,539	70,350	1,02,63,278
SOUTHERN MAHRATTA ...	316.00	1,81,96,274	57,899	1,96,09,287
EASTERN BENGAL ...	234.00	4,66,96,537	1,99,557	4,80,31,432
WARDHA COAL ...	45.00	55,15,385	1,22,586	56,58,515
PUNJAB NORTHERN ...	446.75	7,30,51,256	1,63,517	7,40,83,595
INDUS VALLEY ...	652.18	8,16,19,971	1,29,689	8,77,92,761
TOTAL STATE IMPERIAL ...	4,863.54	69,88,34,599	1,43,688	71,78,38,202
STATE PROVINCIAL.				
PATNA-GYA ...	57.20	40,03,312	69,987	40,37,881
DILDARNAGAR-GHAZIPUR ...	12.00	7,04,814	58,734	7,05,858
BAREILLY-PILIBHEET ...	36.00	14,17,436	39,373	14,17,538
NALHATI ...	27.25	3,17,963	11,668	3,46,951
TIRHOOT ...	226.00	1,39,49,696	61,721	1,44,47,916
NORTHERN BENGAL ...	249.25	2,08,30,461	83,572	2,17,53,435
KAUNIA-DHARLLA ...	37.03	8,06,409	21,777	9,61,539
DACCA ...	85.62	53,91,324	63,003	56,54,231
CAWNPORE-ACHNERA ...	253.23	1,09,14,403	43,100	1,12,39,987
AMRITSAR-PATHANKOT ...	64.79	55,17,863	85,165	55,83,672
NAGPUR-CHHATTISGARH ...	149.00	1,05,04,385	70,499	1,07,69,020
BURMA ...	327.00	2,65,32,092	81,137	2,72,85,343
JORHAT ...	30.00	5,09,008	16,987	5,12,389
TOTAL STATE PROVINCIAL ...	1,551.37	10,14,02,166	65,237	10,47,15,710
GUARANTEED COMPANIES.				
MADRAS ...	860.86	11,22,08,759	1,30,345	11,50,46,840
SOUTH INDIAN ...	654.00	4,40,22,688	67,313	4,66,98,660
GREAT INDIAN PENINSULA ...	1,238.25	25,93,23,757	2,01,299	26,85,97,962
BOMBAY, BARODA AND CENTRAL INDIA ...	438.50	8,91,21,000	1,93,321	9,23,68,410
ODDH AND ROHILKHAND ...	608.01	5,84,22,090	97,732	6,43,62,476
SIND, PUNJAB AND DELHI ...	692.98	11,51,01,933	1,66,097	12,32,54,032
TOTAL GUARANTEED COMPANIES ...	4,542.60	67,92,00,227	1,49,518	71,03,28,380
ASSISTED COMPANIES.				
BENGAL CENTRAL ...	125.75	85,58,421	68,059	89,17,480
DROGHUR ...	4.00	2,75,000	68,750	2,75,000
BENGAL AND NORTH WESTERN ...	303.00	1,82,43,089	60,208	2,00,82,992
TARAKESSUR ...	22.23	16,88,995	75,979	16,88,995
ROHILKHAND-KUMAUN ...	55.00	20,66,024	37,564	21,71,124
ASSAM ...	78.00	49,31,084	63,219	49,46,729
TOTAL ASSISTED COMPANIES ...	587.98	3,57,62,613	60,823	3,80,82,320
NATIVE STATES.				
KHAMGAON ...	8.00	4,82,570	60,321	4,90,739
AMRAOTI ...	6.00	4,34,666	72,444	4,44,730
BHOPAL-ITARSI ...	57.25	58,56,872	1,02,295	60,21,375
HIS HIGHNESS THE NIZAM'S ...	117.10	2,03,60,998	1,75,585	2,15,19,700
HIS HIGHNESS THE GAEKWAR'S ...	58.80	12,92,217	21,976	13,03,706
BHAVNAGAR-GONDAL ...	193.21	98,80,443	48,551	96,25,031
MYSORE ...	139.75	62,50,904	44,729	64,89,846
JODHPUR ...	61.00	10,84,324	16,943	10,84,324
RAJPURA-PATIALA ...	15.11	12,34,777	81,719	12,84,842
TOTAL NATIVE STATES ...	659.22	4,65,77,271	70,656	4,82,13,793
TOTAL OF ALL RAILWAYS ...	12,207.71	1,56,17,76,876	1,27,934	1,61,91,78,405

Statement showing the net earnings and their percentage on the Capital expenditure finally charged off (excluding Suspense Accounts) for the principal Railways during the last five years—1881 to 1885.

Railway.	1885.		1884.		1883.		1882.		1881.	
	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.	Net earnings.	Percentage of net earnings per annum on Capital expenditure.
5' 6" GAUGE.										
THE IMPERIAL—										
THE GREAT INDIAN PENINSULA RAILWAY—										
GRAND TRUNK	3,08,19,333	8.95	2,79,64,136	7.87	3,17,29,543	8.99	2,97,12,511	8.80	3,09,48,310	9.30
NORTH WESTERN	18,93,231	4.01	26,21,568	5.71	26,84,611	7.72	36,38,438	10.52	33,69,281	9.72
PUNJAB	14,28,634	1.90	8,96,293	1.23	5,93,018	0.83	5,09,018	0.83	3,59,598	0.53
INDUS VALLEY	64,24,734	7.55	97,01,664	4.42	32,18,635	3.97	15,76,113	2.01	11,77,288	1.53
THE PROVINCIAL—										
PAKISTAN—										
PAKISTAN	...	Worked	by the East Indian Railway Company.				2,15,705	5.68	1,79,145	5.11
GRANTED COMPANIES—										
MADEIRA	32,79,168	2.92	29,35,687	2.62	25,26,549	2.26	25,70,841	2.20	20,75,856	1.87
GREAT INDIAN PENINSULA	(a) 1,80,47,220	6.96	(a) 1,60,52,310	6.26	1,76,59,653	6.96	1,83,89,836	(c) 7.29	1,62,19,188	6.46
BOMBAY, BARODA AND CENTRAL INDIA	75,25,716	(d) 8.44	69,57,133	7.95	67,83,906	7.82	50,10,872	5.91	57,45,702	6.46
ODISHA AND RAJASTHAN	19,05,361	3.21	23,23,146	3.68	24,80,362	4.21	18,01,371	3.07	19,75,093	3.28
SIND, PUNJAB AND DELHI	61,35,060	5.17	41,95,362	3.55	49,07,593	4.18	34,10,880	2.94	30,76,660	2.65
FIVE STATES—										
HIS HIGHNESS THE NIZAM'S	4,87,023	2.37	3,59,774	2.94	2,37,932	1.95	3,75,000	3.08	2,92,775	2.40
METRE GAUGE.										
THE IMPERIAL—										
RAJPUTANA—										
RAJPUTANA—	77,33,000	7.26	59,27,333	5.74	61,31,742	6.49	51,29,252	6.87	28,67,041	5.51
including Rewari—									6,02,259	1.90
Holkar and Sindia-Narmada										
THE PROVINCIAL—										
THEROOT	3,59,269	2.49	2,66,581	1.88	2,59,705	2.22	2,51,047	3.94	2,36,200	3.70
NORTHERN BENGAL	6,44,264	3.03	6,51,514	3.15	11,65,371	5.52	10,93,553	5.43	8,99,316	4.41
CANNING—	1,10,855	1.02	2,65,343	2.66	2,07,166	3.88	1,17,110	3.71	84,238	2.70
NAGPUR—	4,93,574	4.70	5,54,030	5.63	6,83,880	7.33	1,89,171	2.15	66,056	0.95
BOMBAY	4,78,123	1.78	8,21,935	4.19	5,52,366	4.19	6,50,131	4.97	6,45,077	5.16
GRANTED COMPANIES—										
SOUTH INDIAN	15,95,357	3.62	15,05,187	3.47	13,22,333	3.05	14,02,329	3.26	12,37,726	2.89
FIVE STATES—										
BHAVNAGAR—	3,91,247	4.17	4,97,471	5.51	3,26,613	3.72	3,54,647	4.24	2,05,254	3.05

(a) Net earnings of the Great Indian Peninsula Railway only.
(b) 6.84 deducting amount paid to Government as rent of leased lines.
(c) 7.20 deducting amount paid to Government as rent of leased lines.
(d) Calculated on the Capital outlay on the Bombay, Baroda and Central India Railway, exclusive of the Patri Branch.

GUARANTEED INTEREST—INDIAN RAILWAYS.

Statement of the total amount of Interest advanced to each of the undermentioned Railway Companies to 31st December 1885.

Railway Company	Interest advanced to 31st Decemr 1884	INTEREST ADVANCED DURING 1885				TOTAL.
		England	India	Interest charged on overdrawn Capital (a)	Total	
	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d.
Madras ...	11,550,618 6 0	522,392 12 0		...	522,392 12 0	12,073,040 18 0
South Indian ...	3,130,636 13 1	201,969 11 2	.	842 13 5	202 8 12 4 7	3 333,448 17 8
Great Indian Peninsula	23,839,164 16 9	1,159,657 18 1	2 9 11 15 0	225 3 4	1,162,824 16 5	25,001,989 13 2
Bombay, Baroda and Central India .	8,272 725 13 1	389,755 4 11	306 7 9	25,919 8 6	415,981 1 2	8,688,706 14 3
Oudh and Rohilkhand	3,833,091 2 7	339,609 1 10	628 10 0	9,151 19 6	349,389 11 4	4,182,480 13 11
Sind, Punjab and Delhi .	10,811,298 8 6	553,313 0 0	452 13 11	6,190 5 0	559,955 18 11	11,371,254 7 5
Total .	61,437,565 0 0	3,166,697 8 0	4,329 6 8	12,329 9 9	3,213,356 4 5	64,650,921 4 5

(a) Interest on overdrawn Capital is for the year 1885 being charged in that year by transfer entry

Statement showing approximately the amounts advanced on account of guaranteed interest to the undermentioned Railway Companies to 30th June 1885

Railway Company	Total amount advanced to 31st December 1885 (b)	Aggregate of Net Revenue Surpluses for the several half years to 30th June 1885	Net amount advanced
	£	£	£
Madras ...	12,073,041	5,313,085	6,759,956
South Indian ...	3,333,449	1,573,186	1,760,263
Great Indian Peninsula ...	25,001,989	19,122,845	5,879,144
Bombay, Baroda and Central India ...	8,688,707	5,779,627	2,909,080
Oudh and Rohilkhand ...	4,182,481	2,091,585	2,090,896
Sind, Punjab and Delhi ...	11,371,254	4,625,964	6,745,290
Total ...	64,650,921	38,500,292	26,144,629

(b) The interest for the half-year ended 30th June 1885 not being paid until the succeeding half-year.

Statement showing the amount of Surplus Profits earned by Guaranteed Railways to 31st December 1885 inclusive.

Railway Company	Period of 1877	FIFTEEN YEAR ENDING															Total	
		June 1878	December 1878	June 1879	December 1879	June 1880	December 1880	June 1881	December 1881	June 1882	December 1882	June 1883	December 1883	June 1884	December 1884	June 1885		December 1885
East Indian	£ 3,861,750	£ 539,047	£ 502,82	£ 679,823	£ 468,967	£ 101,576	£ 99,197	£ 441,4	£ 149,764	£ 15,304	£ 164,601	£ 45,126	£ 46,276	£ 453,573	£ 195,438	£ 205,950	£ 61,111	£ 5,955,427
Eastern Bengal	£ 174,228	£ 23,150	£ 61,98	£ 317	£ 63,207	£ 101,576	£ 99,197	£ 441,4	£ 149,764	£ 15,304	£ 164,601	£ 45,126	£ 46,276	£ 453,573	£ 195,438	£ 205,950	£ 61,111	£ 533,377
Great Indian Peninsula	£ 775,700	£ 361,911	£ ..	£ 112,562	£ ..	£ 101,576	£ ..	£ 338,319	£ 1,243	£ 530,124	£ ..	£ 609,803	£ ..	£ 453,573	£ 195,438	£ 205,950	£ 61,111	£ 3,443,679
Bombay, Baroda and Central India	£ 53,020	£ #	£ ..	£ ..	£ ..	£ #	£ ..	£ 158,450	£ ..	£ 147,830	£ ..	£ 201,971	£ 7,903	£ 217,570	£ 205,950	£ 205,950	£ 61,111	£ 1,68,153
Sind, Punjab and Delhi	£ ..	£ ..	£ ..	£ ..	£ ..	£ 3,872	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ 23,337	£ 23,337	£ ..	£ 27,209
Total	£ 4,948,699	£ 930,119	£ 370,815	£ 792,709	£ 532,221	£ 105,448	£ 99,197	£ 501,183	£ 151,012	£ 753,258	£ 104,054	£ 857,203	£ 54,179	£ 701,849	£ 724,725	£ 61,111	£ 11,647,845	

* Surplus profits were earned by the Bombay Baroda and Central India Railway Company during these half years, but no dividend was placed owing to the special agreement that a surplus profit should be applied to the reconstruction of the Vindhya bridge.
† The Eastern Bengal Railway was taken over by the State from 1st July 1884 and is now worked under State management.
‡ Surplus Profits of the East Indian Railway, after it had been acquired by the State are omitted from this statement.

GUARANTEED RAILWAYS.

Year.	Capital expended to 31st March.	Net Revenue for year to 31st December.	Guaranteed Inter- est for year to 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870	... 83,910,587	2,846,600	4,344,113	1,497,513	...
1871	... 87,686,857	2,686,260	4,544,764	1,858,504	...
1872	... 90,183,585	2,869,223	4,603,853	1,734,630	...
1873	... 90,660,830	3,185,069	4,613,573	1,428,504	...
1874	... 91,353,883	3,956,071	4,651,088	695,017	...
1875	... 92,441,794	3,576,514	4,641,979	1,065,465	...
1876	... 93,392,600	4,442,430	4,658,947	216,517	...
1877	... 94,108,059	6,117,226	4,662,635	...	1,454,591
1878	... 95,430,863	5,002,028	4,708,134	...	293,894
1879	... 96,444,666	5,062,188	4,748,233	...	313,955
1880*	... 65,907,288	2,662,213	3,263,179	600,966	...
1881	... 66,349,320	3,110,824	3,272,651	161,827	...
1882	... 67,021,755	3,319,439	3,279,407	...	40,032
1883	... 67,431,448	3,542,973	3,289,439	...	253,534
1884	... 68,769,369	3,207,313	3,243,015	35,702	...
1885†	... 66,658,570	3,505,142	3,191,169	...	313,973

* East Indian Railway excluded from this and subsequent years.
† Eastern Bengal Railway excluded from this.

*Results of working the Guaranteed Railways for the year ending
31st December 1885.*

Railway Company.	Net Revenue.	Guaranteed Interest.	Revenue in excess of Interest.	Interest in excess of Revenue.	EXTRA DIVIDEND IN EXCESS OF GUARANTEED INTEREST RECEIVED BY THE COMPANIES AS SURPLUS PROFITS.	
					Rate per cent. for half-year ending 30th June 1885.	Rate per cent. for half-year ending 31st December 1885.
GUARANTEED.	£	£	£	£	£ s. d.	£ s. d.
Madras ...	300,590	522,393	...	221,803	...	...
South Indian ...	151,581	204,395	...	52,814	...	...
Great Indian Peninsula ...	1,654,328	1,172,600	481,728	...	1 0 4	...
Bombay, Baroda and Central India ...	685,369	384,108	301,261	...	1 7 6	0 6 6*
Oudh and Rohilkhand ...	179,536	353,907	...	174,371	...	...
Sind, Punjab and Delhi ...	533,738	553,766	...	20,028	...	...
Total ...	3,505,142	3,191,169	782,989	469,016	...	...

* Estimated.

TRAFFIC RESULTS.

11. The tables on pages 92 and 93 of this Report contain detailed information of receipts and expenditure connected with the passenger and goods traffic on the principal lines for the year 1885, and on pages 90 and 91 will be found a summary giving the general results of working the same. The main results excluding the steam boat services are summarised below for these railways, and compared with similar figures for 1884 and 1883:

	1883.	1884.	1885.†
Mean mileage open for traffic ...	10,408·90	11,114·37	12,091·27
Number of passengers carried ...	65,098,953	73,815,119	80,864,779
Number of tons of goods moved ...	16,999,264	16,663,007	18,925,385
Passenger unit miles ...	3,018,897,913	3,355,746,323	3,640,337,596
Ton mileage of goods ...	2,970,703,599	2,761,518,023	3,319,574,447
Train-miles ...	40,182,527	39,606,785	45,222,502
Gross receipts ... Rs.	16,27,97,525	15,97,63,256	17,88,05,185
Working expenses ...	7,87,81,945	8,06,26,463	8,77,01,962
Net receipts ...	8,40,15,580	7,91,36,793	9,11,03,223

In round numbers, the average length open during the year 1885 was 12,092 miles, upon which the traffic work performed was equivalent to 3,640 millions of passengers and 3,320 millions of tons of goods carried one mile.

12. The total number of passengers carried shows an increase of 9·55 per cent. over the number carried in 1884. The passenger mileage has increased 8·48 per cent., and the receipts from passenger traffic 7·00 per cent. The number of passengers per open mile was 6,687 in 1885, as compared with 6,641 in 1884, and 6,254 in 1883. Of the total number carried in 1885, the lower class passengers constituted 97·27 per cent., the second class 2·28, and the first class only 0·45 per cent.

† The Darjeeling-Himalayan and Thabon-Duyinzaik Railways are not included, information not being available.

The distances travelled by each class of passengers were on an average first class 80 miles, second class 67 miles, and lower classes 44 miles; and for these journeys the first class passenger paid Rs. 5-2-3, the second class passenger Rs. 1-8-6, and the lower class passenger Rs. 0-8-9; or 12·3, 4·4 and 2·4 pies per mile respectively.

The average receipts per coaching train-mile were Rs. 3·25, the highest being Rs. 5·08 on the Indus Valley State Railway, the lowest Rs. 1·43 on the Wardha Coal Railway.

The largest average number of passengers carried in a passenger train was 331·45 on the Indus Valley State Railway, the smallest 122·00 on the Wardha Coal Railway, and 129·95 on the Bengal Central Railway.

The lowest average cost of hauling one passenger unit one mile was on the broad gauge 0·80 pies on the Indus Valley, on which line the average sum received for this work was 2·34 pies, and on the narrow gauge 0·94 pies on the Rajputana-Malwa Railway, the average receipts being 2·16 pies.

13. The total tonnage of goods lifted during the year shows an increase of 13·58 per cent., and the total ton mileage an increase of 20·21 per cent. as compared with 1884. The receipts from goods traffic show an increase of 12·76 per cent. in 1885 over 1884. The number of tons of goods carried per mile open was 1,565 in 1885, as compared with 1,499 in 1884 and 1,633 in 1883.

The average receipts per goods train-mile were Rs. 4·23, the highest being Rs. 7·17 on the Bombay, Baroda and Central India Railway, broad gauge, and Rs. 3·89 on the Nagpur-Chhattisgarh Railway, narrow gauge, and the lowest Rs. 1·20 on the Bengal Central Railway.

The lowest average cost of hauling one ton of goods one mile was 2·15 pies on the East Indian Railway, broad gauge, and 2·59 pies on the Cawnpore-Achnera, narrow gauge, the average sums received on these lines for doing this work being 5·98 pies and 6·96 pies respectively.

14. Including the steam boat service, the gross receipts during the year amounted to Rs. 17,98,96,248 of which Rs. 4,76,07,285 were obtained on the East Indian Railway (including the branches worked by it), Rs. 8,10,55,291 on the Guaranteed lines, Rs. 4,59,55,927 on State Railways, excluding East Indian and branches, Rs. 30,17,178 on lines in Native States, and Rs. 22,60,567 on the Assisted Companies' lines.

Of the total earnings Rs. 5,53,81,264 were due to coaching, Rs. 11,91,53,747 to goods, and Rs. 53,61,237 to steam boat service and miscellaneous sources.

Compared with the previous year's returns, the traffic receipts (coaching and goods) show an increase of 11·62 per cent. The total receipts per mile open were Rs. 14,787 in 1885, Rs. 14,374 in 1884, and Rs. 15,640 in 1883.

The receipts per train-mile in 1885 were Rs. 3·98 as compared with Rs. 4·03 in 1884 and Rs. 4·05 in 1883.

15. Excluding steam boat expenditure, the total working expenses during 1885 amounted to Rs. 8,77,01,962, the percentage on gross receipts being 49·27 as compared with a similar percentage of 50·47 in 1884, and of 48·39 in 1883.

The lowest percentages in 1885 were 34·30 on the Jodhpore Railway, 35·26 on the East Indian Railway, and 40·87 on the Indus Valley Railway.

The expenses per train-mile for all lines average Re. 1·96 and were lowest on the Bengal and North-Western Railway, Re. 1·04. On the East Indian the expenses per train-mile were Re. 1·75.

16. The table on page 96 gives a Summary of the principal articles of Merchandise, &c., carried on the several Railways in 1885 as compared with 1884. The information regarding receipts is incomplete, the Bombay, Baroda and Central India Railway Company having failed to furnish the information for that Railway or for the Rajputana-Malwa worked by it.

*General Results of Working of the principal Indian Railways during the year ending
31st December 1885.*

General Results of Working of the principal Indian

Progressive Number	HEADINGS.	5 FEET 6 INCH GAUGE									
		East Indian	Bengal Central	Eastern Bengal	Wardha Coal	Punjab Northern	Indus Valley	Madras	Great Indian Peninsula (c)	Bombay Baroda and Central India	Oudh and Rohilkhand.
1	Miles open on 31st December 1885 Miles.	1 631 31	1 175	234 00	45 00	446 75	652 48	800 86	1,505 25	461 00	608 01
1a	Mean mileage worked during the year ..	1,631 31	125 75	233 00	45 00	446 75	(b) 659 56	860 86	1,505 25	461 00	604 50
2	Total Capital outlay Rs.	36,70 50,04	83,17,480	4,80,31,432	56,58 515	7,10 83,595	8 77 92 761	11 50,46 840	26 85,97,902	9,31,76,815	6,43,02,476
3	.. per mile open (a) ..	2,13 774	69,009	1,99,557	1,22,586	1,63,517	1,29,689	1,20,345	2,01,299	1,95,075	97,732
4	Coaching receipts	1,40,47,459	4,20 747	19,93 000	36 071	19,31,099	20,78 305	32,10,677	78,74,635	38,01,831	21,38,925
5	Goods receipts	1,26 07,020	60 803	22 21 780	1,41 296	16,06,764	83,90,939	42,72 076	2,82,04,368	91 56,057	29,35,661
6	Gross earnings	4,76,07 285	5,35,903	48,85,784	2,53,010	38 29,299	1,09,66,131	76 57 999	3,64,32,047	1,31,73,510	55 37,369
7	Working expenses	1,67,87 9 2	5 27 119	23,92,533	2,61,361	21 00,665	44,41 400	43,78 525	1,83,84,827	56,47,803	36,32 008
8	Ditto per cent. of gross receipts .	35 23	93 46	61 25	80 65	62 09	40 87	57 18	50 46	42 08	65 59
9	Net earnings Rs.	3,08,19,373	8,231	18 93,251	48 079	14,28,634	64,21,731	32,79,469	1,80,47,220	75,25,710	18,05,361
10	Ditto per cent on Capital outlay	8 40	0 09	3 54	0 87	1 03	7 37	2 85	6 72	8 07	2 96
11	Ditto ditto on paid up capital ..		0 09					2 82	6 72	8 01	2 17
12	Passenger train miles No.	3,076,113	201,601	585 779	25 170	581 122	409,425	927 919	2 941,833	928 626	584,440
13	Goods train miles	5 002,102	58 9 8	481 461	52 903	530 081	1,911,130	1,311 311	5 016 804	1 270 330	611,538
14	Total train miles	8 578 205	261 600	1 067 240	78,126	1,111, 03	2,300 555	2 229 280	8 958 637	2,299 956	1,495,977
15	Coaching receipts per passenger train mile .. Rs.	3 82	2 07	3 40	1 43	3 33	5 08	3 47	2 77	4 09	3 60
16	Goods receipts per goods train mile ..	5 53	1 00	1 02	2 72	3 13	4 32	3 20	4 70	7 17	3 23
17	Gross earnings per train mile ..	4 97	2 04	4 9	3 21	3 44	4 02	3 11	4 12	5 97	3 70
18	Working expenses per train mile ..	1 75	2 01	2 81	2 03	2 15	1 89	1 96	2 08	2 56	2 43
19	Net earnings per train mile ..	3 22	0 03	1 77	0 62	1 29	2 73	1 15	2 04	3 41	1 27
20	Average number of passengers in a passenger train ..	230 0	1 900	218 0	122 00	199 34	361 45	209 59	107 79	260 00	230 93
21	Average number of tons in a goods train ..	177 66	38 71	111 34	90 00	72 57	150 86	50 93	109 70	195 00	110 60
	Average number of vehicles (excluding bullock vans)—										
22	In each passenger train	15 07	Included with the Eastern Bengal Railway	13 07			10 78	14 75	10 00	14 61	21 25
23	In each goods train	31 27		32 07	4 50	18 08	33 63	20 76	25 00	42 09	29 84
24	In each mixed train { Passenger carriages	15 84		9 06	11 06	11 08	9 10	6 49	8 00	10 86	22 05
	{ Goods vehicles	3 47		6 55	14 60	5 01	13 77	12 75	8 00	16 36	
25	Number of passengers carried one mile	863,745,800	20,464,899	127,744,263	3,068,558	115,864,132	135,703,377	250 153,870	114,419,161	211,824,328	146,653,125
26	Number of tons of goods carried one mile	1 048 601,480	7,257,415	51,697,342	4,713,597	39,845,454	293,033,041	107,339,519	658,167,314	235,401,117	109,020,716
	Average cost of hauling for one mile—										
27	One passenger unit Pies.	0 86	2 82	1 30	3 03	1 88	0 80	0 99	1 40	0 90	1 41
28	One ton of goods	2 15	9 61	5 82	6 23	5 11	2 22	5 23	4 08	9 35	3 99
	Average sum received for carrying for one mile—										
29	One passenger unit Pies.	2 71	3 05	2 68	2 09	2 53	2 34	2 08	2 71	2 08	2 80
30	One ton of goods	5 98	5 94	7 97	5 84	8 24	5 80	7 79	8 29	7 47	5 17

(a) Excluding Steamer services and expense accounts.

(b) Includes 707 miles of Foreign (Sind, Punjab and Delhi Railway) line worked over by the State.

(c) Includes the Rajput, Dhond-Maumad and Barer State Railways, except in Nos. 2, 3, 10 and 11.

(d) Includes the Capital outlay of the Barer Branch (Rs. 8,08,406).

(e) South Indian Railway only.

Railways during the year ending 31st December 1925.

MILEAGE												
Sind, Punjab and Delhi	H. S. Highways the Nizam's	Papputana Valera	Tirhoot	Northern Bengal	Cannara	Nagpur	Panna	South Indian	H. S. Highways the G. R. S.	Bhavnagar Gondal	Mysore	Progressive Number.
692 08	117 10	1,111 18	224 00	219 11	233 24	140 10	927 10	662 00	53 80	133 21	139 75	1
703 00	120 41	1,111 18	226 10	219 11	241 11	149 00	240 80	662 00	53 80	103 21	139 75	1a
12,32,54,932	2,15,13,760	11,09,73,545	1,44,47,016	1,17,3,133	1,12,9,937	1,07,09,020	2,72,8,313	4,06,96,460	13,03,706	96,25,011	61,89,346	2
1,00,007	1,75,583	75 517	61,721	13,372	43,100	70, 79	61,137	(c) 67,313	21,976	48,551	44,720	3
46,00,210	4,22 018	43,80,000	5,4, 5 0	6,82 143	5,11 810	2,27 397	12,71 726	25,19 916	97,10,	4,93,386	2,64,484	4
86,08,414	6,75,706	1,15,87,000	5 90,271	12,52 117	3 20,533	11,77 459	8,55 992	19 83,710	58,406	4,66,773	1,59,765	5
1,30,80,594	11,13,919	1 03 87 000	12,78 034	21,59 774	9 13 01	11 11 879	21 01 0 6	45 73 472	1,52 270	10,04,660	4,33,954	6
75,45 534	6,26,026	86,51,000	9 10 3 5	13,14 710	8,02,646	9 21,315	16,00 5 3	29,79 112	96,100	6,19,413	2,26,170	7
55 16	56 26	52 81	71 03	70 10	87 87	65 12	78 13	63 12	63 47	61 06	63 12	8
61,35,060	4,87,023	77,33,000	3,59,203	6,11 201	1 10,855	4,03,574	1,73,123	15,95,337	55,019	3,01,217	2,07,784	9
4 08	2 26	6 07	2 19	2 02	0 09	4 58	1 73	(c) 3 42	4 27	4 06	3 20	10
4 00	1 80							(c) 3 20	4 09			11
1,242 808	173,703	1,892 010	211 123	206, 74	217 710	91,893	439,232	700 253	34,626	179,613	73,641	12
2,103,903	176 403	3,781 019	22,263	451 3 8	233 810	302 307	27,771	1,030,610	27,870	143 260	70,085	13
3 3,1 803	3 13,016	5 677 950	469 095	717 012	457,053	397,262	713,007	1 736 861	62 513	321,882	144,026	14
3 75	2 13	2 12	2 43	2 3	2 10	2 10	2 90	3 33	2 09	2 76	3 59	15
4 03	3 83	3 00	2 59	2 76	1 41	3 50	3 03	1 03	2 09	3 26	2 23	16
4 08	3 19	2 88	2 72	3 01	1 37	3 56	3 03	2 53	2 4	3 12	9 00	17
2 25	1 70	1 52	1 06	2 11	1 04	2 32	2 37	1 06	1 55	1 01	1 56	18
1 83	1 33	1 36	0 70	0 01	0 23	1 24	0 60	0 63	0 89	1 21	1 44	19
220 17	163 03	180 06	212 00	157 22	186 40	200 00	172 22	297 47	166 10	178 45	297 00	20
116 73	67 09	86 00	58 31	51 14	39 05	73 00	74 37	47 17	28 00	50 01	47 91	21
15 75	13 18	12 73	17 27	13 99	18 00	.	10 07	16 97	15 27	14 90	13 01	22
25 63	12 00	26 12	27 83	20 24	14 00		30 72	12 3	17 13	29 22	11 00	23
10 88	7 57	11 87	12 70	8 67	11 00		16 11	10 6	12 77	12 47	10 19	24
8 54	9 42	8 69	8 11	11 03	8 00		15 17	10 41	4 01	5 78	8 25	
294,820,189	28,602,128	337,701,721	47,722,460	41,926,001	46,188,958	18,094,112	75,113,141	27,977,717	5,757,117	31,878,211	15,270,121	25
246,185,533	11,831,989	350,655,590	13,180,262	24,377,734	9,366,295	22,112,157	20,503,744	13,616,363	703,667	7,500,226	3,403,001	26
1 45	1 03	0 01	1 33	1 70	2 58	1 90	2 21	0 06	1 48	1 70	1 25	27
8 48	5 41	3 84	5 75	7 10	2 50	6 52	0 14	6 27	11 44	7 40	4 75	28
3 58	2 40	2 13	1 89	2 73	2 05	2 11	3 00	2 06	3 02	2 70	3 00	29
6 27	10 26	6 81	8 45	9 86	6 06	10 22	7 8	7 84	14 19	12 35	9 01	30

Statement showing the total receipts and expenses and the net receipts per train

RAILWAYS.	COACHING RECEIPTS.		GOODS RECEIPTS.		TOTAL TRAFFIC RECEIPTS.		MISCELLANEOUS RECEIPTS (INCLUDING STEAM RECEIPTS).
	Rs.	Per passenger train-mile.	Rs.	Per goods train-mile.	Rs.	Per train-mile.	Rs.
STATE IMPERIAL.							
EAST INDIAN	1,40,47,459	3.82	3,26,67,020	5.53	4,67,14,479	4.88	8,92,806
RAJPUTANA-MALWA	45,80,000	2.42	1,15,87,000	3.06	1,61,67,000	2.85	2,20,000
DHOND-MANMAD ... ..	...	...	...	...	...	...	(a) 2,26,855
SOUTHERN MAHARATTA	3,38,666	2.49	5,12,786	2.05	8,51,452	2.20	14,774
EASTERN BENGAL	19,93,000	3.40	22,24,760	4.62	42,17,760	3.95	6,68,004
WARDHA COAL	36,074	1.43	1,44,296	2.72	1,80,370	2.31	72,970
PUNJAB NORTHERN	19,34,099	3.33	16,66,704	3.13	36,00,803	3.23	2,28,496
INDUS VALLEY	20,78,305	5.08	83,90,939	4.32	1,04,69,244	4.45	3,96,890
TOTAL STATE IMPERIAL ...	2,50,07,603	3.42	5,71,93,505	4.26	8,22,01,108	4.06	27,20,795
STATE PROVINCIAL.							
BAREILLY-PILIBHET	29,955	2.40	45,549	2.69	75,504	2.57	2,767
NALHATI	49,530	1.87	25,681	1.70	75,211	1.80	1,572
TIRHOOT	5,45,505	2.43	5,80,271	2.58	11,25,776	2.51	1,52,858
NORTHERN BENGAL	6,82,143	2.56	12,52,017	2.78	19,34,160	2.70	2,24,814
KAUNIA-DHARLA	47,777	3.33	12,209	0.98	60,986	2.23	79,473
DACCA	41,060	2.09	45,956	0.86	87,016	1.19	14,748
CANNING-ACHNERA	5,19,810	2.10	3,39,533	1.41	8,59,343	1.70	54,158
AMRITSAR-PATHANKOT	1,77,409	2.25	88,159	3.68	2,65,568	2.58	17,982
NAGPUR-CHHATTISGARH	2,27,597	2.40	11,77,488	3.89	14,05,085	3.54	9,804
BURMA	12,71,726	2.90	8,35,932	3.03	21,07,658	2.95	55,998
JOHAT	705	0.15	30,903	1.24	31,608	1.08	220
TOTAL STATE PROVINCIAL ...	35,93,217	2.48	44,33,698	2.70	80,26,915	0.40	6,14,394
GUARANTEED COMPANIES.							
MADRAS	32,19,677	3.47	42,72,976	3.28	74,92,653	3.36	1,65,340
SOUTH INDIAN	25,48,916	3.33	19,85,700	1.93	45,34,616	2.53	39,153
GREAT INDIAN PENINSULA	78,74,635	2.77	2,82,04,308	4.70	3,60,78,943	4.08	3,53,104
BOMBAY, BARODA AND CENTRAL INDIA	38,01,831	4.09	91,56,057	7.17	1,29,57,888	5.88	2,15,631
ODISHA AND ROHILKHAND	21,38,925	3.66	29,35,661	3.22	50,74,586	3.39	4,62,783
SIND, PUNJAB AND DELHI	46,99,210	3.78	86,08,344	4.08	1,33,07,554	3.97	3,73,040
TOTAL GUARANTEED COMPANIES ...	2,42,83,194	3.33	5,51,63,046	4.37	7,94,46,240	3.93	16,09,051
ASSISTED COMPANIES.							
BENGAL CENTRAL	4,20,747	2.07	69,802	1.20	4,90,549	1.87	44,804
DEOGHUR	23,047	...	617	...	23,664	...	323
BENGAL AND NORTH WESTERN	4,93,345	2.39	5,78,156	1.59	10,71,501	1.88	1,33,819
ROHILKHAND-KUMAUN	1,07,024	3.03	74,726	2.05	1,81,750	2.53	56,822
ASSAM	48,137	1.28	1,93,059	3.81	2,41,196	2.73	16,139
TOTAL ASSISTED COMPANIES ...	10,92,300	2.26	9,16,360	1.80	20,08,660	2.00	2,51,907
NATIVE STATES.							
KHAMGAON ... ..	...	...	...	...	...	...	(a) 12,504
AMRAT ... ..	...	...	...	...	...	...	(a) 37,295
BHOJAL-ITANSI ... ..	...	...	...	...	...	...	(a) 42,698
HIS HIGHNESS THE NIZAM'S	4,22,618	2.44	6,75,706	3.83	10,98,324	3.14	15,625
HIS HIGHNESS THE GAKWAR'S	98,195	2.69	58,406	2.09	1,51,601	2.43	678
BHAYNAGAR-GONDAL	4,93,386	2.76	4,66,375	3.26	9,59,761	2.98	44,899
MYSORE	2,64,484	3.59	1,59,765	2.25	4,24,249	2.93	9,705
JODHPUR	1,00,251	3.27	69,884	3.18	1,69,635	3.23	1,417
RAIPURA-PATIALA	81,016	1.60	17,502	3.45	48,518	1.98	269
TOTAL NATIVE STATES ...	14,04,950	2.75	14,47,188	3.25	28,52,088	2.99	1,65,090
TOTAL OF ALL RAILWAYS ...	5,53,81,264	3.25	11,91,53,747	4.28	17,45,35,011	3.86	53,61,237

(a) Government share of receipts due to working by the Great Indian Peninsula Railway Company.
 (b) Expenditure incurred by the State.

NOTE.—Information not received for the Darjeeling

mile on the several Railways during the year ending 31st December 1885.

OUS (INCLUD- BOAT RE-	GROSS RECEIPTS.		WORKING EXPENSES.		NET RECEIPTS.		RAILWAYS.
	Rs.	Per train-mile.	Rs.	Per train-mile.	Rs.	Per train-mile.	
							STATE IMPERIAL.
0.09	4,76,07,285	4.97	1,67,87,952	1.75	3,08,19,333	3.22	EAST INDIAN.
0.03	1,63,87,000	2.88	86,54,000	1.52	77,33,000	1.36	RAJPUTANA-MALWA.
...	(a) 2,26,855	...	(b) 6,232	...	2,20,623	...	DHOND-MANMAD.
0.03	8,66,226	2.24	7,25,889	1.88	1,40,337	0.36	SOUTHERN MAHRATTA.
0.62	48,85,764	4.58	29,92,533	2.51	18,93,231	1.77	EASTERN BENGAL.
0.93	2,53,340	3.24	2,04,361	2.62	48,979	0.62	WARDHA COAL.
0.21	38,29,299	3.44	24,00,665	2.15	14,28,634	1.28	PUNJAB NORTHERN.
0.17	1,08,66,134	4.62	44,41,400	1.89	64,24,734	2.73	INDUS VALLEY.
0.13	8,49,21,903	4.19	3,62,13,032	1.79	4,87,08,871	2.40	TOTAL STATE IMPERIAL.
							STATE PROVINCIAL.
0.08	78,271	2.67	65,584	2.24	12,687	0.43	BAREILLY-PILIBHEET.
0.03	76,783	1.84	63,020	1.51	13,763	0.33	NALHATI.
0.32	12,78,634	2.72	9,19,365	1.96	3,59,269	0.76	TIRHOOT.
0.31	21,58,974	3.01	15,14,710	2.11	6,44,264	0.90	NORTHERN BENGAL.
2.95	1,39,459	5.19	1,09,773	4.09	29,686	1.10	KAUNIA-DHABLA.
0.20	1,01,764	1.38	1,43,609	1.96	-41,845	-0.57	DACCA.
0.09	9,13,501	1.87	8,02,646	1.64	1,10,855	0.23	CAWNPORE-ACHNERA.
0.17	2,83,550	2.76	2,27,039	2.21	55,911	0.54	AMRITSAR-PATHANKOT.
0.02	14,14,889	3.56	9,21,315	2.32	4,93,574	1.24	NAGPUR-CHHATTISGARH.
0.07	21,63,656	3.03	16,90,533	2.37	4,73,123	0.66	BURMA.
1.05	31,828	1.07	39,673	1.33	-7,845	-0.26	JORHAT.
0.03	86,41,309	2.80	64,97,867	2.10	21,43,442	0.70	TOTAL STATE PROVINCIAL.
							GUARANTEED COMPANIES.
0.07	76,57,993	3.44	43,78,825	1.96	32,79,168	1.48	MADRAS.
0.02	45,78,769	2.55	29,78,412	1.66	15,95,357	0.81	SOUTH INDIAN.
0.04	3,64,32,047	4.12	1,83,84,827	2.08	1,80,47,220	2.04	GREAT INDIAN PENINSULA.
0.09	1,31,73,519	5.97	56,47,803	2.56	75,25,716	3.49	BOMBAY, BARODA AND CENTRAL INDIA.
0.31	55,37,369	3.70	36,32,008	2.42	19,05,361	1.27	ODISH AND ROHILKHAND.
0.11	1,36,80,594	4.08	75,45,534	2.25	61,35,060	1.83	SIND, PUNJAB AND DELHI.
0.08	8,10,55,291	4.06	4,25,67,409	2.14	3,84,87,882	1.93	TOTAL GUARANTEED COMPANIES.
							ASSISTED COMPANIES.
0.17	5,35,853	2.04	5,27,119	2.01	8,234	0.03	BENGAL CENTRAL.
...	23,987	...	14,079	...	9,908	...	DEOGHUR.
0.23	12,05,320	2.11	5,94,521	1.04	6,10,799	1.07	BENGAL AND NORTH WESTERN.
0.79	2,38,572	3.32	1,58,419	2.21	80,153	1.11	ROHILKHAND-KUMAUN.
0.18	2,57,335	2.92	3,21,199	3.64	-63,864	-0.72	ASSAM.
0.25	22,60,567	2.25	16,15,337	1.61	6,45,230	0.64	TOTAL ASSISTED COMPANIES.
							NATIVE STATES.
...	(a) 12,504	...	(b) 1,484	...	11,020	...	KATMGAON.
...	(a) 37,295	...	(b) 2,347	...	34,448	...	AMRAOTI.
...	(a) 42,698	...	(b) 61,360	...	-18,662	...	BHOPAL-ITANSI.
0.04	11,13,949	3.18	6,26,926	1.79	4,87,023	1.39	HIS HIGHNESS THE NIZAM'S.
0.01	1,52,279	2.44	96,660	1.55	55,619	0.89	HIS HIGHNESS THE GAEKWAR'S.
0.14	10,04,660	3.12	6,13,413	1.91	3,91,247	1.21	BHAYNAGAR-GONDAL.
0.06	4,33,954	3.00	2,26,170	1.56	2,07,784	1.44	MYSORE.
0.03	1,71,052	3.26	58,679	1.12	1,12,373	2.14	JODHPUR.
0.01	48,787	1.99	51,758	2.11	-2,971	-0.12	RAJPUTA-PATIALA.
0.17	30,17,178	3.15	17,39,297	1.81	12,77,881	1.34	TOTAL NATIVE STATES.
0.12	(c) 17,98,96,248	3.98	(d) 8,86,32,942	1.96	9,12,63,306	2.02	TOTAL OF ALL RAILWAYS.

and the Thanon Duvinsalk Railways.

(a) The steam-boat receipts amount to Rs. 10,91,663.

(b) The steam-boat expenses amount to Rs. 9,80,990.

Table showing Expenditure on Revenue Account on the several

Railways	MAINTENANCE OF WAY WORKS AND STATIONS			LOCOMOTIVE			CARRIAGE AND WAGON			TRAFFIC		
	Amount	Per train mile	Per cent of gross receipts	Amount	Per train mile	Per cent of gross receipts	Amount	Per train mile	Per cent of gross receipts	Amount	Per train mile	Per cent of gross receipts
STATE IMPERIAL	Rs	P	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
EAST INDIAN	57,36,471	0.58	11.63	46,10,277	0.48	9.75	16,40,034	0.17	3.14	29,70,716	0.31	6.24
RAIPURIANA-MALWA	18,06,000	0.32	11.02	87,80,000	0.06	23.07	5,77,000	0.10	3.52	13,04,000	0.23	7.96
DHOND MANMAD												
SOUTHERN-MAHAPATTA	1,85,111	0.18	21.07	2,29,530	0.50	26.50	21,202	0.06	2.79	1,20,245	0.31	13.88
EASTERN BENGAL	7,75,471	0.73	15.58	6,21,661	0.54	12.72	2,61,004	0.25	5.01	6,15,407	0.61	13.21
WARDHA COAT	23,692	0.13	13.30	18,992	0.03	19.31	22,581	0.29	8.91	21,063	0.31	9.50
PUNJAB NORTHERN	5,69,711	0.11	11.55	9,17,110	0.82	23.97	1,76,760	0.16	4.62	4,16,337	0.37	10.87
INDUS VALLEY	8,00,120	0.11	7.37	1,13,027	0.77	16.71	2,96,508	0.13	2.73	5,87,161	0.25	5.10
TOTAL STATE IMPERIAL	97,07,310	0.15	11.13	1,05,72,217	0.60	11.20	2,10,518	0.15	3.1	60,68,261	0.30	7.15
STATE PROVINCIAL												
BAREILLY PILIBHEET	16,951	0.55	21.06	11,529	0.39	14.73	1,315	0.05	1.72	11,877	0.51	19.01
NALHATI	25,040	0.00	22.61	9,700	0.23	12.61	2,610	0.00	3.14	7,997	0.19	10.42
TIRHOOT	2,20,060	0.19	17.21	1,91,719	0.41	15.62	48,371	0.11	3.78	1,66,684	0.37	13.04
NORTHERN BENGAL	6,13,432	0.66	28.11	3,11,503	0.11	14.57	55,774	0.09	2.58	1,87,311	0.26	8.68
KANUNIA DHALLEA	26,187	0.99	19.14	11,650	0.55	10.33	1,510	0.17	3.24	9,066	0.36	6.93
DAOLA	32,959	0.15	32.11	32,581	0.10	32.02	5,089	0.07	5.00	30,852	0.42	30.32
CAWNPORE ACHINTRA	2,18,176	0.15	20.92	2,19,509	0.51	27.33	11,326	0.09	4.85	1,50,252	0.31	16.78
AMRITSAR PALLANKH	68,122	0.67	21.1	71,232	0.72	2.18	12,710	0.12	4.48	31,076	0.33	12.02
NAGPUR CHHATTISGARH	3,56,712	0.10	20.22	2,62,760	0.66	16.37	66,510	0.17	4.70	1,17,012	0.29	8.27
BURMA	6,11,951	0.90	29.07	1,15,163	0.55	19.19	89,550	0.13	4.11	3,03,535	0.42	14.08
JORHAT	3,200	0.8	2.1	11,509	0.00	06.10	750	0.03	2.36	12,166	0.11	37.76
TOTAL STATE PROVINCIAL RAILWAYS	22,10,300	0.72	20.57	1,16,153	0.01	15.17	3,31,001	0.17	5.83	10,37,456	0.33	12.06
GUARANTEED COMPANIES												
MADRAS	10,82,591	0.1	11.1	15,15,033	0.69	20.17	4,90,331	0.22	6.17	7,31,146	0.33	9.55
SOUTH INDIAN	1,111	0.1	20.11	9,30,107	0.52	20.03	1,106	0.18	7.31	1,05,208	0.22	8.86
GITAL INDIAN PENINSULA	46,10,016	0.02	12.73	6,71,170	0.78	19.10	23,9,817	0.27	6.50	21,61,517	0.27	6.76
BOMBAY, PARODA AND CENTRAL INDIA	17,13,081	0.79	13.27	17,32,195	0.79	13.19	7,35,930	0.10	5.60	7,00,565	0.33	5.56
OLDH AND ROHILKHAND	11,35,000	0.76	20.11	5,91,937	0.60	16.25	2,8,771	0.10	5.11	5,02,117	0.34	9.07
SIND PUNJAB AND DELHI	15,1,191	0.06	13.61	25,62,319	0.77	15.67	12,11,09	0.06	8.06	10,81,661	0.32	7.93
TOTAL GUARANTEED COMPANIES	1,10,8,930	0.1	11.11	1,16,61,351	0.73	18.08	54,60,119	0.27	6.73	59,18,294	0.29	7.29
ASSISTED COMPANIES												
BENGAL CENTRAL	1,62,025	0.62	30.8	71,971	0.97	13.33	29,89	0.11	5.57	78,118	0.30	14.60
DIOOTRI	3,71	0.21	11.00	1,110	0.31	15.12	12,000	0.13	1.77	1,256	0.00	17.74
PUNJAB AND NORTH WESTERN	25,160	0.10	2.1	2,28,000	0.10	1.12	22,677	0.01	1.33	1,30,005	0.23	10.79
ROHILKHAND KUMAON	22,000	0.1	1.52	2,100	0.31	11.70	3,270	0.01	1.37	16,557	0.65	19.52
ASSAM	1,00,149	1.11	19.00	60,100	0.65	20.17	9,807	0.11	8.32	31,151	0.36	12.22
TOTAL ASSISTED COMPANIES	3,20,760	0.02	11.16	3,92,261	0.00	17.35	65,403	0.07	2.89	2,90,179	0.29	12.55
NATIVE STATES												
KHAMGAON	(a) 1,111	0.11										
AMRATOLI	(a) 2,011	0.31										
BHOPAL STATE	(a) 52,752	1.01										
HIS HIGHNESS THE NIZAM	2,13,531	0.61	19.11	1,16,072	0.41	13.12	62,893	0.19	5.66	1,01,981	0.29	9.16
HIS HIGHNESS THE GAJAWAR	35,129	0.67	23.13	28,700	0.16	16.85	5,090	0.08	3.35	16,089	0.26	10.53
BHAYNAGAR GONDAL	1,21,811	0.87	12.12	1,61,451	0.50	16.07	28,280	0.08	2.61	1,20,549	0.37	11.99
MYSORE	47,068	0.38	10.85	80,281	0.55	18.19	15,649	0.10	3.60	25,609	0.25	8.22
JODHPUR	18,471	0.85	10.80	25,013	0.48	14.61	705	0.01	0.41	9,964	0.19	5.89
RAIPURA-PATILIA	11,400	0.47	28.38	17,491	0.71	35.85	5,897	0.22	11.07	8,042	0.38	16.48
TOTAL NATIVE STATES	5,04,852	0.52	16.78	4,59,047	0.48	15.21	1,18,022	0.12	3.91	2,92,184	0.31	9.68
TOTAL OF ALL RAILWAYS	2,44,51,698	0.54	13.59	2,21,86,342	0.64	16.21	89,73,560	0.19	4.98	1,36,06,675	0.30	7.46

Railways during the year ending 31st December 1885.

GENERAL			STEAM BOAT			SPECIAL AND MISCELLANEOUS			TOTAL			Railways
Amount	Per ton mile	Per cent of gross receipts	Amount	Per ton mile	Per cent of gross receipts	Amount	Per ton mile	Per cent of gross receipts	Amount	Per ton mile	Per cent of gross receipts	
Rs	Rs	Rs	Rs	Rs.	Rs	Rs	Rs	Rs	Rs	Rs	Rs	STATE IMPERIAL
17,29,262	0 18	3 63	22,007	0 002	0 05	2,49,152	0 03	0 52	1,67,37,951	1 75	35 26	EAST INDIA
10,71,000	0 19	6 55				1,15,000	0 02	0 69	80,51,000	1 52	52 81	RAJPUTANA MALWA.
(a) 6,232						..			6 2 2			DHOND MANMAD
1,60,187	0 12	18 53	2,68,581	0 25	5 50	6,711	0 02	0 73	7,25,980	1 98	83 90	SOUTHERN MAHARASTRA
2,60,863	0 21	5 34				1,59,87	0 15	3 26	29,92,333	2 51	61 25	EASTERN BENGAL
54,140	0 69	21 77				20,959	0 27	8 27	2,01,361	2 62	80 66	WAIKHA COAT
2,33,964	0 21	6 11	2,09,712	0 09	1 93	86,047	0 08	2 25	24,00,67	2 15	62 69	PUNJAB NORTHWEST
3,56,500	0 15	3 28				3,71,712	0 16	3 12	44,11,400	1 89	40 87	INDUS VALLEY
38,75,154	0 19	4 56	5,00,303	0 02	0 59	10,06,271	0 05	1 18	3,62,13,031	1 75	42 61	TOTAL STATE IMPERIAL
STATE PROVINCIAL.												
17,323	0 61	22 77				3,056	0 10	3 00	65,781	2 24	93 79	BAPELTA PILIBHUT
17,227	0 42	22 14				407	0 01	0 53	63,050	1 11	82 05	NATHAN
1,57,924	0 35	12 35	1,12,291	0 25	8 78	14,260	0 03	1 12	9,13,365	2 01	71 90	IMPHOOT
1,71,972	0 24	8 11	1,51,345	0 21	7 01	17,340	0 02	0 80	15,11,710	2 11	70 16	NORTHERN BENGAL
9,014	0 34	6 16	44,827	1 67	32 11	378	0 01	0 7	1,09,773	4 09	78 71	KARNATA DHARILA.
40,612	0 55	39 91				1,483	0 02	1 16	1,13,609	1 96	111 12	DACCA
1,25,859	0 26	13 75	.			11,024	0 02	1 21	8,02,810	1 64	97 87	CANNONPORT ACHINPA
22,991	0 22	8 11	..			1,215	0 15	5 30	2,27,639	2 21	80 28	AMRITSAR FAIRANKOT
1,17,150	0 26	7 19				16,516	0 01	1 17	9,21,317	2 32	65 12	NAGPUR CHHAPRAHAR
2,21,441	0 31	10 23				15,891	0 03	0 87	16,90,733	2 37	78 13	BURMA
6,105	0 21	10 88				27	0 01	0 86	39,673	1 33	123 14	JORHAT
8,96,003	0 29	10 37	3,08,463	0 09	3 57	98,871	0 03	1 14	61,97,87	2 10	75 19	TOTAL STATE PROVINCIAL
GUARANTEED COMPANIES.												
4,70,716	0 21	6 15	.			53,918	0 02	0 70	43,78,82	1 96	57 15	MADRAS
3,72,669	0 21	8 14				11,72	0 01	0 7	2,178,11	1 05	65 12	SOUTH INDIA
11,69,050	0 13	3 20				7,99,537	0 08	2 05	1,85,81,27	2 08	50 46	GREAT INDIAN PENINSULA
5,75,915	0 26	4 38	.			1,29,809	0 06	0 95	56,17,80	2 56	42 9	POMBAL, BAYODA AND CENTRAL INDIA
4,06,550	0 27	7 35				1,05,70	0 07	1 90	3,22,00	2 13	65 59	ODISH AND ROMILKHAND
7,11,000	0 22	5 11	9,177	0 00	0 07	51,174	0 02	0 35	7,15,33	2 25	55 1	SINDH PUNJAB AND DELHI
37,9200	0 18	4 61	9,150	0 00	0 01	10,91,860	0 05	1 17	1,25,67,100	2 11	52 51	TOTAL GUARANTEED COMPANIES
ASSISTED COMPANIES.												
1,20,622	0 40	22 53				61,53	0 27	12 05	5,97,110	2 01	98 16	BENGAL CENTRAL
1,603	0 11	6 71				7,50	0 01	0 01	11,075	0 1	58 69	DELHI
1,10,16	0 10	9 14	68,17	0 12	5 68	1,80	0 07	2 01	5,31,21	1 01	49 3	BENGAL AND NORTH WESTERN.
43,601	0 11	15 2				2,35	0 01	1 50	1,55,11	2 21	60 11	ROMILKHAND ATMAHA
1,00,363	1 11	59 00	14,912	0 17	5 81				5,21,150	3 61	121 2	ASSAM
3,76,251	0 27	16 61	3,111	0 04	6	80,750	0 05	3 57	16,15,550	1 60	71 15	TOTAL ASSISTED COMPANIES.
NATIVE STATES.												
(a) 43									(a) 1,154			KANAKAON.
(a) 48									(r) 2,517			AMIAHAT
8,606	0 16								(a) 61,360			BHOJAL ITIBET
(a) 80,418	0 23	7 23				22,081	0 06	1 98	6,21,926	1 79	50 26	HIS HIGHNESS THE NIZAM'S
11,235	0 15	7 38				15,597	0 04	1 55	96,060	1 35	65 17	HIS HIGHNESS THE GALWAR'S.
1,36,347	0 12	13 57	29,315	0 09	2 92				6,13,113	1 90	61 05	BRAHMANAGAR GONDAL
45,789	0 32	10 55				1,774	0 01	0 11	2,26,170	1 56	52 12	MYORE
1,940	0 04	1 13				2,553	0 05	1 49	56,679	1 12	31 30	JODHPUR
6,649	0 27	13 63				2,770	0 11	5 68	51,758	2 11	106 09	RAJPUTIA PARIKALA.
2,91,072	0 31	9 61	29,345	0 03	0 97	41,773	0 04	1 45	17,39,297	1 81	57 64	TOTAL NATIVE STATES
91,77,960	0 20	5 11	9,30,980	0 02	0 52	23,25,580	0 05	1 29	8,86,32,940	1 96	49 27	TOTAL OF ALL RAILWAYS.

Small branch railways have not been received.

Small branch railways have not been received.

Summary of the principal articles of merchandise, &c., carried, and the receipts therefrom on the several Railways for 1885, as compared with the similar results for 1884 (details given in Appendix).

Classification Number.	ARTICLES.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.		Classification Number.
		1884.	1885.	1884.	1885.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I.	Animals, living (for sale) No. ...	351,914	429,775	88,057	...	77,931	...	...	...	I.
II.	Borax ...	2,678	2,817	44,503	...	139	...	...	...	II.
III.	Canes and Rattans ...	2,771	3,300	15,003	...	625	...	...	...	III.
IV.	Cnouthoue ...	134	120	1,347	...	...	5	...	...	IV.
V.	Chinese and Japanese Ware ...	102	177	4,410	...	15	...	...	...	V.
VI.	Coal and Coke ...	1,371,802	1,389,703	65,04,237	...	17,901	...	...	...	VI.
VII.	Cotton, Raw ...	409,287	327,539	52,30,778	...	...	81,749	...	...	VII.
VIII.	Cotton, Manufactured ...	256,425	299,539	47,11,035	...	43,164	...	...	...	VIII.
IX.	Drugs and Medicines ...	13,435	16,624	2,30,107	...	3,080	...	...	...	IX.
X.	Dyeing Materials ...	90,911	96,415	11,03,524	...	5,504	...	...	...	X.
XI.	Earthen Ware and Porcelain ...	2,193	2,119	33,512	...	...	74	...	...	XI.
XII.	Fibrous Products ...	370,213	370,901	31,59,434	...	688	...	...	...	XII.
XIII.	Fruits and Nuts ...	189,350	190,683	20,10,025	...	10,324	...	...	...	XIII.
XIV.	Grain and Pulses ...	3,222,422	4,381,803	1,99,85,037	...	1,150,396	...	...	...	XIV.
XV.	Gums and Resins ...	15,851	18,308	2,93,245	...	2,457	...	...	...	XV.
XVI.	Hides and Skins ...	102,230	121,020	12,35,734	...	19,690	...	...	...	XVI.
XVII.	Horns ...	2,164	1,700	21,897	...	...	398	...	...	XVII.
XVIII.	Lao ...	17,355	20,248	2,06,143	...	2,893	...	...	...	XVIII.
XIX.	Leather ...	7,593	7,007	1,57,105	...	344	...	...	...	XIX.
XX.	Liquors ...	35,470	46,253	5,11,704	...	10,783	...	...	...	XX.
XXI.	Mats ...	1,903	2,175	18,220	...	272	...	...	...	XXI.
XXII.	Metals and Manufactures of ...	385,977	416,033	52,77,651	...	30,656	...	...	...	XXII.
XXIII.	Oils ...	77,469	82,817	8,46,993	...	5,378	...	...	...	XXIII.
XXIV.	Opium ...	10,184	20,084	3,05,530	...	4,800	...	...	...	XXIV.
XXV.	Paints and Colours ...	4,721	4,374	73,730	...	153	...	...	...	XXV.
XXVI.	Provisions ...	122,508	139,941	11,86,813	...	17,273	...	...	...	XXVI.
XXVII.	Salt ...	1,031,123	1,206,734	46,90,253	...	175,611	...	...	...	XXVII.
XXVIII.	Saltpetre, &c. ...	73,937	72,150	5,63,388	...	...	1,837	...	...	XXVIII.
XXIX.	Seeds ...	1,492,517	1,531,325	1,12,10,173	...	41,805	...	...	...	XXIX.
XXX.	Silk ...	2,620	2,970	61,732	...	350	...	...	...	XXX.
XXXI.	Spices ...	30,410	34,409	3,85,762	...	4,056	...	...	...	XXXI.
XXXII.	Stone and Marble ...	262,998	292,319	4,26,870	...	29,411	...	...	...	XXXII.
XXXIII.	Sugar ...	543,098	600,783	27,75,113	...	57,635	...	...	...	XXXIII.
XXXIV.	Tea ...	26,115	30,518	3,88,739	...	4,403	...	...	...	XXXIV.
XXXV.	Tobacco ...	99,118	110,718	6,17,696	...	11,600	...	...	...	XXXV.
XXXVI.	Wood ...	501,500	548,570	13,60,300	...	44,010	...	...	...	XXXVI.
XXXVII.	Wool ...	31,433	33,900	4,34,688	...	2,367	...	...	...	XXXVII.
XXXVIII.	All other Articles of Merchandise...	864,503	1,220,166	47,07,207	...	364,663	...	...	...	XXXVIII.
XXXIX.	Bark (Tanning) ...	389	2,262	1,636	...	1,873	...	...	...	XXXIX.
XL.	Coffee ...	7,588	7,893	66,182	...	303	...	...	...	XL.
XLI.	Government Stores ...	138,186	152,191	10,50,100	...	14,005	...	...	...	XLI.
XLII.	Manures ...	5,099	4,817	22,827	...	...	882	...	...	XLII.
XLIII.	Vegetables ...	50,253	60,548	4,15,544	...	10,295	...	...	...	XLIII.
XLIV.	Chunam and Lime ...	54,427	74,170	2,20,627	...	19,743	...	...	...	XLIV.
XLV.	Hay and Straw and Grass, &c. ...	37,118	47,636	54,277	...	10,520	...	...	...	XLV.
XLVI.	Railway Materials ...	467,887	336,114	3,67,794	...	...	131,773	...	...	XLVI.
XLVII.	Revenue Stores ...	189,407	165,269	83,512	...	...	24,138	...	...	XLVII.
	Total ...	12,634,696	14,522,074	...	...	1,867,375	...	...	...

Information incomplete. The returns of the B. B. & C. I. and Rajputana-Malwa Railways not having been received.

SUMMARY.

The total extent of railways open for traffic in India on the 31st March 1886 is 12,376 miles, of which $4,575\frac{3}{4}$ miles are in the hands of Guaranteed, Assisted and other Companies, $7,112\frac{1}{2}$ miles are State lines, either Imperial or Provincial, and $687\frac{3}{4}$ miles belong to Native States.

On the same date the extent of Railway mileage under construction was $3,767\frac{1}{4}$ miles, of which 369 miles are in the hands of Guaranteed, Assisted and other Companies, $2,891\frac{1}{2}$ miles are under construction by the State, and $506\frac{3}{4}$ miles by Native States.

The total capital outlay on the railways and connected steamer services amounted, on the 31st December 1885, to £161,917,840 (at the conventional exchange of 2 shillings to the rupee), of which £71,032,838 have been expended by Guaranteed Companies, £82,255,391 on the State Railways (Imperial and Provincial), inclusive of the cost of the East Indian Railway, which stands at £35,166,587, £4,821,379 on Native State lines, and £3,808,232 on Assisted Companies' lines.

The gross receipts during the calendar year 1885 amounted to £17,989,625 compared with £16,066,225 in 1884; the working expenses have been £8,863,294 as compared with £8,156,157. The net revenue amounted to £9,126,331, of which the East Indian Railway, including the Branches worked by the Company, contributed £3,081,933, the Guaranteed lines £3,848,788, the Assisted Companies £64,523, the State lines (Imperial and Provincial) excluding the East Indian Railway and Branches, £2,003,298, and the lines in Native States £127,788.

The total net earnings on all lines in 1885 yielded a return of £5-12-9 per cent. per annum, as compared with £5-1-9 in 1884, or, excluding steam-boat services and suspense items, of £5-16-8 as compared with £5-5-4. Including steam-boat service and suspense the East Indian Railway and Branches produced £8-8-0 per cent., the Guaranteed lines paid £5-8-4 per cent., the State lines (Imperial and Provincial), excluding the East Indian Railway and Branches, yielded £5-9-7 per cent., the Assisted Lines excluding the Tarakeshwar £1-13-11, and the Native State lines £2-13 per cent.

The total number of passengers carried was 80,864,779, as compared with 73,815,119 in 1884, and the receipts from the coaching traffic have amounted to £5,538,126, as compared with £5,070,754.

The aggregate tonnage moved has amounted to 18,925,385 tons, as compared with 16,663,007 tons, and the receipts from goods traffic have amounted to £11,915,375, as compared with £10,565,941 in 1884.

The summary on page 96 of the principal articles of merchandise carried on the chief Indian Railways shows an improvement of 1,887,378 tons, or, excluding railway materials and revenue stores, the total weight moved has increased by 2,043,289 tons. The main improvement being under grains and pulses 1,159,386 tons; 39 out of the 47 items of public traffic tabulated show increases.

APPENDIX.

Details of the principal Articles of Merchandise, &c., carried, and the receipts therefrom on the several Railways for 1885, as compared with the similar results for 1884.

Statement showing the quantities of the principal articles of merchandise, &c., carried and the

Classification Number.	ARTICLES.		STATE											
			EAST INDIA.				RAJPUTANA-MALWA.				BENGAL CENTRAL.			
			Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
			1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.
			Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Animals, living (for sale)	No.	28,022	37,381	47,000	71,954	781	1,206	...	...	5	...	45	...
II.	Borax ...	...	1,328	1,019	20,080	22,087	...	...	...	...	...	...	...	...
III.	Canes and Rattans ...	...	1,158	1,111	9,650	10,407	613	760	...	...	...	...	...	...
IV.	Caoutchouc ...	...	26	5	431	97	...	...	...	...	...	...	...	...
V.	Chinese and Japanese ware	...	60	21	2,058	1,037	...	...	...	...	...	...	...	...
VI.	Coal and Coke ...	...	1,041,618	999,559	57,56,330	53,51,783	1,801	3,785	...	...	3,004	6,475	5,039	8,953
VII.	Cotton, Raw ...	...	41,077	36,228	12,01,309	10,24,220	43,891	37,473	...	...	7	27	29	89
VIII.	Cotton, Manufactured ...	...	71,260	78,475	22,59,008	24,33,187	20,769	25,207	...	...	853	1,408	3,389	3,508
IX.	Drugs and Medicines ...	...	3,461	4,528	1,03,470	1,39,224	701	831	...	...	...	...	...	...
X.	Dyeing Material ...	...	18,459	19,017	5,43,317	4,53,808	6,633	6,797	...	...	...	...	...	...
XI.	Earthenware and Porcelain	...	237	345	11,608	15,901	...	...	...	...	...	...	...	...
XII.	Fibrous Products ...	...	37,611	46,973	5,82,022	6,06,072	9,541	9,136	...	...	322	1,174	1,541	3,274
XIII.	Fruits and Nuts ...	...	12,702	13,966	3,62,196	3,88,333	13,918	14,531	...	...	2,018	3,108	9,281	9,219
XIV.	Grain and Pulses ...	...	517,577	690,220	39,36,839	50,49,904	180,712	331,448	...	...	1,095	2,465	2,123	3,795
XV.	Gums and Resins ...	...	2,760	3,981	51,339	68,716	987	483	...	...	...	...	...	...
XVI.	Hides and Skins ...	...	31,867	37,528	4,85,400	5,71,120	3,700	5,469	...	...	258	481	915	1,006
XVII.	Horns ...	...	740	601	12,077	9,192	225	63	...	...	...	...	...	...
XVIII.	Lac ...	...	15,226	18,295	2,52,609	2,91,861	347	130	...	...	...	...	...	...
XIX.	Leather ...	...	2,484	2,706	96,635	1,01,075	630	745	...	...	...	...	...	...
XX.	Liquors ...	...	5,918	7,717	1,73,374	1,83,613	1,118	1,078	...	...	...	...	...	...
XXI.	Mats ...	...	228	237	4,740	4,003	...	...	...	...	...	...	...	...
XXII.	Metals and Manufactures of	...	128,251	135,952	27,77,785	28,02,321	24,415	26,065	...	...	500	696	1,184	1,712
XXIII.	Oils ...	...	8,777	8,905	1,61,525	1,77,551	3,049	3,272	...	...	290	620	857	1,213
XXIV.	Opium ...	...	11,081	14,084	2,85,520	3,82,850	2,284	2,689	...	...	...	...	...	...
XXV.	Paints and Colors ...	...	3,053	2,825	51,973	43,434	327	159	...	...	...	...	...	...
XXVI.	Provisions ...	...	12,605	14,137	3,30,149	3,34,682	5,430	6,110	...	...	477	1,191	971	2,761
XXVII.	Salt ...	...	231,995	266,799	16,38,723	19,97,009	170,921	189,552	...	...	463	1,132	761	1,906
XXVIII.	Saltpetre, &c. ...	...	51,172	47,963	4,96,854	4,51,609	4,717	4,880	...	...	...	...	...	...
XXIX.	Seeds ...	...	387,885	394,414	36,72,150	35,47,055	120,131	174,077	...	...	835	2,333	1,290	3,334
XXX.	Silk ...	...	1,272	1,253	38,403	35,158	20	57	...	...	...	...	...	...
XXXI.	Spices ...	...	5,723	8,950	1,04,653	1,56,079	1,483	1,376	...	...	...	...	...	...
XXXII.	Stone and Marble ...	...	44,763	50,547	1,32,306	1,74,155	13,398	9,856	...	...	...	...	...	...
XXXIII.	Sugar ...	...	107,879	121,921	7,63,667	8,99,467	69,461	70,591	...	...	5,270	5,720	9,753	11,491
XXXIV.	Tea ...	...	1,506	1,081	49,593	50,180	464	390	...	...	...	...	...	1
XXXV.	Tobacco ...	...	15,161	20,129	2,18,782	2,93,081	10,514	9,823	...	...	133	359	377	621
XXXVI.	Wood ...	...	40,100	47,453	2,32,161	4,46,449	22,230	24,302	...	...	138	299	267	1,004
XXXVII.	Wool ...	...	2,341	2,389	77,036	70,519	2,916	5,220	...	...	...	...	...	...
XXXVIII.	All other articles of Merchandise	...	101,135	100,580	12,59,549	12,70,346	19,927	28,579	...	...	9,320	9,075	15,041	15,545
XXXIX.	Bark (Tanning)	...	...	...	...	...	...	...	...	...	...	...	...	...
XL.	Coffee ...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLI.	Government Stores ...	...	10,033	12,843	4,41,694	5,87,547	2,063	4,192	...	...	...	...	...	...
XLII.	Manures ...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIII.	Vegetables ...	...	13,939	17,041	1,30,324	1,36,331	...	...	...	...	...	...	...	...
XLIV.	Chunam and Lime ...	...	19,490	28,109	1,36,077	1,52,528	...	...	...	...	...	...	...	...
XLV.	Hay and Straw and Grass, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVI.	Railway Materials ...	...	...	...	...	...	154,087	49,505	...	...	...	...	...	...
XLVII.	Revenue Stores ...	...	...	...	...	...	160,321	141,685	...	...	...	...	...	...
Total			3,008,225	3,271,011	3,88,01,143	3,11,44,982	1,080,631	1,198,969	...	...	23,888	37,878	51,510	60,492

receipts therefrom on the several Railways for 1885, as compared with the similar results for 1884.

IMPERIAL.																Classification Number.	
SOUTHERN MAHARATTA.				EASTERN BENGAL.				WARDHA COAL.				PUNJAB NORTHERN.					
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.			
1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.		
...	321	...	113	81	185	1,369	6,368	...	...	...	...	1,350	6,662	4,952	31,581	I.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	II.
37	1	61	8	...	...	...	...	...	...	...	...	...	...	...	...	III.
...	7	2	47	...	...	...	...	...	...	...	...	...	...	...	...	IV.
...	...	1	6	...	...	...	...	...	...	...	...	...	...	...	...	V.
7	149	7	650	55,047	66,607	1,31,225	1,00,462	81,427	83,414	1,05,267	87,203	8,352	9,014	14,141	18,124	VI.	
1,195	2,837	13,600	27,319	3,589	1,970	18,725	15,837	762	1,022	2,413	3,435	1,120	963	12,350	9,257	VII.	
725	3,606	6,900	35,648	18,532	18,310	1,72,161	1,40,030	696	908	3,141	3,897	5,047	5,493	77,121	75,307	VIII.	
10	53	184	673	...	...	...	...	21	37	98	172	168	367	2,106	5,437	IX.
57	387	372	2,796	...	...	...	...	105	182	360	530	591	556	9,809	11,571	X.
9	38	33	191	...	...	...	...	...	...	1	...	...	...	...	...	XI.
183	425	931	2,210	192,374	175,008	15,29,410	9,19,041	475	355	1,530	1,137	4,509	4,870	16,006	16,371	XII.	
386	2,431	2,235	20,248	1,298	3,681	7,532	7,206	487	457	1,042	1,821	4,568	4,112	70,263	69,409	XIII.	
5,077	22,051	11,805	71,265	48,655	51,553	1,44,972	1,34,116	7,450	3,586	8,407	4,205	105,229	113,077	2,75,971	3,02,072	XIV.	
6	31	35	217	...	...	...	...	85	77	297	280	...	...	...	...	XV.
167	500	552	2,681	6,516	6,302	57,703	40,617	141	140	619	519	1,554	2,185	12,303	16,875	XVI.	
4	35	16	301	...	...	...	...	15	16	59	61	...	...	...	...	XVII.
2	1	13	12	...	...	...	...	1	2	3	6	...	...	...	...	XVIII.
6	56	40	253	...	...	...	...	5	3	19	11	...	...	...	...	XIX.
179	821	807	4,030	...	...	...	...	13	14	57	59	3,250	2,916	23,102	21,861	XX.
4	13	17	63	...	...	...	...	101	147	341	487	500	641	4,561	4,572	XXI.
600	2,227	3,611	16,558	10,370	11,629	69,361	69,551	836	1,070	1,642	2,688	4,085	4,541	31,613	32,713	XXII.	
530	1,795	3,261	12,605	3,249	3,132	20,756	15,553	139	229	520	606	614	779	5,319	6,203	XXIII.	
...	1	5	8	...	...	...	...	...	2	...	10	...	...	...	...	XXIV.
21	127	163	1,272	...	...	...	...	14	13	44	37	...	...	...	...	XXV.
48	161	278	942	5,571	6,661	36,519	34,749	23	27	79	76	1,037	1,191	11,090	11,74	XXVI.	
683	3,327	1,376	9,101	38,992	36,826	1,28,614	1,16,117	4,398	4,667	10,557	11,371	69,731	75,375	2,53,505	2,48,333	XXVII.	
9	18	7	63	...	...	...	...	1	1	4	3	295	1,11	1,565	5,514	XXVIII.
2,612	3,171	10,607	10,940	31,921	24,768	1,55,062	84,701	19,696	15,138	25,054	19,129	17,933	8,041	58,350	29,731	XXIX.	
59	196	1,012	2,685	...	...	...	...	5	...	31	...	149	51	2,921	1,257	XXX.
57	621	417	4,781	...	...	...	...	49	70	234	338	743	845	8,041	8,837	XXXI.
246	1,101	633	3,611	...	...	...	...	3	19	13	63	6,688	6,006	11,274	11,250	XXXII.
640	2,317	1,452	8,818	10,250	13,037	50,826	32,098	197	197	630	625	13,915	16,791	87,289	95,773	XXXIII.	
...	3	4	51	9,304	9,334	74,822	68,817	...	...	1	...	890	994	20,376	18,043	XXXIV.
28	137	136	1,036	11,174	13,409	64,429	85,327	32	41	137	177	1,052	1,401	14,207	10,301	XXXV.	
1,179	5,309	2,741	11,765	27,444	23,901	40,888	37,961	390	278	915	710	32,436	35,916	84,640	77,022	XXXVI.	
15	60	123	551	...	...	...	...	5	6	24	31	1,103	859	8,236	8,080	XXXVII.
503	1,833	2,723	13,438	94,512	180,083	3,24,770	3,07,591	808	819	2,354	2,025	18,020	20,307	1,31,363	1,85,383	XXXVIII.	
281	2,100	788	8,061	...	...	...	...	...	...	...	...	...	...	...	...	XXXIX.
...	2	4	19	...	...	...	...	...	...	...	...	...	...	...	...	XL.
...	58	...	1,159	...	...	...	...	2,750	1,691	5,538	2,152	2,903	6,346	41,706	1,04,302	XLI.
1	122	6	439	...	...	...	...	...	...	...	...	...	...	...	...	XLII.
44	180	140	850	...	...	...	...	...	...	...	...	1,452	2,307	11,781	18,123	XLIII.
139	248	608	900	...	...	...	...	...	...	...	...	2,640	3,812	7,298	9,712	XLIV.
122	44	140	70	6,439	4,873	12,161	9,678	...	...	...	...	196	53	500	177	XLV.
21,785	115,311	48,077	2,29,444	...	...	...	...	...	...	...	...	108,882	34,430	1,10,033	64,607	XLVI.
...	...	...	...	...	...	...	...	...	...	...	...	12,033	14,836	20,355	25,209	XLVII.
45,972	174,943	1,19,773	5,11,042	594,219	661,848	80,35,038	22,11,341	121,004	114,687	1,72,367	1,43,860	432,809	380,056	14,27,907	15,36,904	Total.	

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipt

Classification Number.	ARTICLES.		STATE IMPERIAL—conold.				STATE			
			INDUS VALLEY.				BAREILLY-PILIBHEET.			
			Quantity.		Receipts.		Quantity.		Receipts.	
			1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.
			Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Animals, living (for sale)	No.	6,701	10,527	4,710	58,812	...	...	...	...
II.	Borax	...	16	13	335	313	11	351	29	750
III.	Canes and Rattans	...	24	38	1,02	725	...	6	1	13
IV.	Caoutchouc	...	3	5	67	77	...	...	...	...
V.	Chinese and Japanese Ware	...	16	51	803	1,078	...	1	...	3
VI.	Coal and Coke	...	10,301	1,010	87,513	8,367	...	...	...	...
VII.	Cotton, Raw	...	1,106	2,301	17,404	49,534	4	36	18	136
VIII.	Cotton, Manufactured	...	13,258	14,272	2,63,507	2,92,763	2	51	6	157
IX.	Drugs and Medicines	...	1,683	1,218	22,537	27,943	...	12	1	31
X.	Dyeing Material	...	3,401	2,544	66,675	46,633	8	111	18	242
XI.	Earthen Ware and Porcelain	...	207	211	5,314	5,773	...	...	...	...
XII.	Fibrous Products	...	4,001	6,764	43,367	45,286	38	153	114	450
XIII.	Fruits and Nuts	...	8,188	8,310	1,15,007	1,22,633	4	33	14	125
XIV.	Grain and Pulses	...	272,023	461,052	22,95,664	40,13,611	1,347	11,021	2,246	17,403
XV.	Gums and Resins	...	23	20	412	601	...	2	...	6
XVI.	Hides and Skins	...	1,412	1,650	17,838	23,709	5	112	10	225
XVII.	Horns	...	12	21	183	278	3	36	6	90
XVIII.	Lac	...	125	131	2,982	2,633	...	6	...	11
XIX.	Leather	...	511	633	10,310	13,642	...	7	2	21
XX.	Liquors	...	1,297	1,630	40,574	62,503	...	3	1	6
XXI.	Mats	...	55	70	634	1,360	...	...	1	...
XXII.	Metals and Manufactures of	...	15,207	16,150	2,27,068	2,44,917	8	49	25	156
XXIII.	Oils	...	2,160	3,270	46,985	62,771	3	35	8	98
XXIV.	Opium	...	...	...	...	...	...	...	...	1
XXV.	Paints and Colors	...	273	235	8,500	7,301	...	...	...	...
XXVI.	Provisions	...	2,237	2,373	47,072	46,696	...	1	...	2
XXVII.	Salt	...	4,351	5,074	25,789	30,861	380	2,236	626	3,830
XXVIII.	Saltpetre, &c.	...	368	286	4,678	3,233	...	...	...	...
XXIX.	Seeds	...	97,186	60,872	10,22,110	5,91,419	209	1,278	350	2,164
XXX.	Silk	...	30	27	1,417	1,247	...	...	...	1
XXXI.	Spices	...	1,356	1,658	43,723	46,502	10	80	31	272
XXXII.	Stone and Marble	...	2,106	1,032	6,338	7,017	5	72	7	125
XXXIII.	Sugar	...	21,033	22,336	2,10,605	2,04,700	48	1,036	102	2,106
XXXIV.	Tea	...	727	769	18,098	20,292	1	11	3	27
XXXV.	Tobacco	...	753	613	10,788	11,623	2	18	4	44
XXXVI.	Wood	...	21,057	11,782	89,364	53,214	130	1,319	262	3,383
XXXVII.	Wool	...	7,623	7,154	1,04,963	1,81,973	2	13	6	41
XXXVIII.	All other articles of Merchandise	...	14,294	16,111	1,60,458	2,32,603	769	10,646	1,381	13,231
XXXIX.	Bark (Tanning)	...	14	32	114	319	...	...	1	...
XL.	Coffee	...	24	10	712	616	...	...	...	...
XLI.	Government Stores	...	1,777	23,004	55,509	5,51,303	...	...	...	...
XLII.	Manures	...	493	131	3,976	809	...	...	...	...
XLIII.	Vegetables	...	1,284	1,592	11,760	18,220	5	31	7	47
XLIV.	Chunam and Lime	...	960	1,165	13,248	15,261	...	23	...	27
XLV.	Hay and Straw and Grass, &c.	...	377	4,689	3,384	74,088	...	...	...	...
XLVI.	Railway Materials	...	...	...	...	...	...	...	...	...
XLVII.	Revenue Stores	...	...	...	...	...	...	...	1	...
Total			215,551	268,073	61,53,445	71,01,703	2,304	25,686	5,259	46,261

APPENDIX.

V

therefrom on the several Railways for 1885, as compared with the similar results for 1884—contd.

PROVINCIAL.

NALHATI.				TIERHOUT.				NORTHERN BENGAL.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	
...	...	...	...	...	...	...	...	...	...	...	...	I.
...	...	...	...	...	...	...	...	...	...	...	...	II.
...	...	...	...	...	...	...	...	...	...	...	...	III.
...	...	...	...	...	...	...	...	...	...	...	...	IV.
...	...	...	...	...	...	...	...	...	...	...	...	V.
3,877	3,755	6,377	6,378	20,845	12,123	42,252	27,802	...	...	...	...	VI.
203	135	748	523	553	300	3,653	2,650	...	...	...	...	VII.
783	733	2,981	2,980	5,807	7,612	38,220	48,075	5,750	6,082	60,000	67,268	VIII.
10	9	70	74	61	52	505	487	...	...	...	...	IX.
41	15	132	42	2,301	1,940	16,616	15,917	...	...	...	...	X.
...	...	...	...	...	...	...	...	...	...	...	...	XI.
227	183	539	490	1,291	1,916	3,875	6,170	55,375	40,331	3,91,187	3,83,935	XII.
41	30	113	100	190	129	951	743	...	...	...	...	XIII.
1,200	3,316	1,706	5,494	30,576	51,620	82,932	1,16,306	28,452	37,947	99,000	1,13,612	XIV.
...	...	...	...	...	...	...	...	...	...	...	...	XV.
66	72	248	219	3,668	3,610	11,877	11,514	...	...	...	...	XVI.
...	...	...	...	5	10	23	50	...	...	...	...	XVII.
7	5	16	24	361	421	971	1,146	...	...	...	...	XVIII.
3	15	25	93	3	58	15	350	...	...	...	...	XIX.
30	47	219	316	287	257	1,976	1,786	...	...	...	...	XX.
...	...	...	...	...	...	...	...	...	...	...	...	XXI.
160	290	765	922	3,606	4,004	17,005	21,169	3,446	2,855	33,555	27,469	XXII.
40	18	176	108	750	622	3,151	2,149	1,146	1,126	8,805	8,853	XXIII.
...	...	...	...	...	...	...	...	...	...	...	...	XXIV.
8	12	16	50	37	489	240	2,060	...	...	...	...	XXV.
7	11	40	43	900	1,190	4,312	5,079	...	...	...	...	XXVI.
543	203	561	203	21,748	23,633	56,570	53,034	22,121	23,861	68,650	59,447	XXVII.
...	4	...	13	9,748	9,079	27,746	24,510	...	...	...	...	XXVIII.
813	282	1,266	460	24,644	28,408	61,241	67,002	4,754	4,348	14,735	12,506	XXIX.
285	416	1,511	2,074	...	...	...	...	...	...	...	...	XXX.
116	48	362	180	911	1,400	4,091	6,260	...	...	...	...	XXXI.
28	...	88	...	226	...	650	...	...	...	...	...	XXXII.
150	197	330	458	1,478	1,521	4,890	6,023	1,170	1,653	4,355	3,511	XXXIII.
...	1	...	4	...	10	...	61	6,776	7,560	1,54,866	1,71,806	XXXIV.
50	31	108	80	5,007	6,761	14,292	21,079	12,539	14,104	93,108	1,15,520	XXXV.
49	63	100	124	6,581	6,074	13,093	16,790	...	...	...	...	XXXVI.
4	2	21	13	49	63	350	458	...	...	...	...	XXXVII.
2,003	1,300	4,140	3,241	35,483	25,029	1,02,166	91,085	97,233	57,998	2,88,084	2,82,988	XXXVIII.
...	...	...	...	...	...	...	...	...	...	...	...	XXXIX.
...	...	...	...	...	...	...	...	...	...	...	...	XL.
...	...	...	...	17	89	203	333	...	...	...	...	XLI.
...	...	...	...	...	...	...	...	...	...	...	...	XLII.
480	246	948	560	88	744	231	3,200	...	...	...	...	XLIII.
20	95	12	176	1,680	3,921	3,406	9,103	...	...	...	...	XLIV.
...	...	...	...	...	...	...	...	...	...	...	...	XLV.
...	...	...	...	...	...	...	...	...	...	...	...	XLVI.
...	...	...	...	...	...	...	...	...	...	...	...	XLVII.
11,537	11,537	23,696	25,487	169,219	194,523	5,18,386	5,04,151	238,762	265,581	12,20,511	12,45,918	Total.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification Number.	ARTICLES.		STATE											
			KAUNIA-DHARLA.				DACCA.				CAWNPORE-ACHNERA.			
			Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
			1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.
			Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Animals, living (for sale)	No.	...	...	...	...	...	...	...	...	...	78	...	37
II.	Borax	...	...	...	...	...	...	...	...	...	52	50	142	181
III.	Canes and Battsans	...	...	...	...	...	...	...	...	...	3	1	11	2
IV.	Caoutchouc	...	...	...	...	...	...	...	...	...	47	42	84	73
V.	Chinese and Japanese ware	...	...	...	...	...	...	...	...	...	...	...	1	...
VI.	Coal and Coke	...	...	...	...	...	...	...	...	...	3,860	3,087	10,004	8,570
VII.	Cotton, Raw	...	...	...	...	...	...	...	...	...	2,338	3,808	13,076	13,470
VIII.	Cotton, Manufactured	...	633	710	3,198	2,853	...	339	...	2,737	3,030	3,265	16,513	18,232
IX.	Drugs and Medicines	...	...	...	...	...	2	...	17	...	217	110	650	368
X.	Dyeing Material	...	...	...	...	...	...	...	...	...	2,415	2,470	10,405	8,111
XI.	Earthenware and Porcelain	...	...	...	...	...	...	...	...	...	100	41	607	232
XII.	Fibrous Products	...	1,280	1,204	1,056	910	...	2,215	...	6,782	1,221	1,120	2,856	3,017
XIII.	Fruits and Nuts	...	...	107	...	237	...	10	...	71	577	415	2,341	2,187
XIV.	Grains and Pulses	...	93	142	413	501	...	208	...	716	33,662	26,021	64,065	37,709
XV.	Gums and Resins	...	...	...	...	...	...	...	...	...	515	489	904	859
XVI.	Hides and Skins	...	...	...	...	...	14	...	95	...	525	863	2,769	4,835
XVII.	Horns	...	...	...	...	...	...	...	...	...	16	49	45	214
XVIII.	Lao	...	...	...	...	...	...	...	...	...	98	108	365	272
XIX.	Leather	...	...	...	...	...	72	...	59	...	71	59	307	272
XX.	Liquors	...	...	...	...	...	57	...	15	...	361	1,216	1,164	3,214
XXI.	Mats	...	...	...	...	...	...	...	...	...	1	14	8	35
XXII.	Metals and Manufactures of	...	130	111	683	629	...	72	...	407	5,108	5,321	22,788	25,618
XXIII.	Oils	...	28	14	138	56	...	9	...	63	321	460	1,367	1,520
XXIV.	Opium	...	...	...	...	...	...	...	...	...	260	306	2,623	5,886
XXV.	Paints and Colors	...	...	...	...	...	...	...	...	...	9	13	39	73
XXVI.	Provisions	...	...	...	...	...	17	...	9	...	2,329	1,355	5,991	4,617
XXVII.	Salt	...	380	274	212	146	...	3	...	11	33,021	30,592	65,003	44,318
XXVIII.	Saltpetre, &c.	...	...	...	...	...	...	...	...	...	4,767	5,479	12,919	12,690
XXIX.	Seeds	...	65	80	368	261	...	...	...	...	10,931	12,209	30,047	21,682
XXX.	Silk	...	...	...	...	...	...	...	...	...	11	...	73	3
XXXI.	Spices	...	...	...	...	...	12	...	12	...	851	914	2,246	2,719
XXXII.	Stone and Marble	...	...	...	...	...	...	...	...	...	1,697	4,815	4,389	4,518
XXXIII.	Sugar	...	59	57	315	197	...	10	...	67	8,035	7,231	9,760	10,231
XXXIV.	Tea	...	...	...	3	2	...	...	...	...	3	0	17	30
XXXV.	Tobacco	...	260	148	177	163	...	...	...	1	606	807	3,161	4,510
XXXVI.	Wood	...	...	...	...	...	...	...	...	...	3,103	9,220	9,387	13,510
XXXVII.	Wool	...	...	...	...	...	2	...	17	...	1,550	95	4,151	857
XXXVIII.	All other articles of Merchandise	...	1,834	1,420	7,740	5,903	...	87,332	...	33,730	3,232	8,813	9,146	10,220
XXXIX.	Bark (Tanning)	...	...	...	...	...	...	...	...	...	...	...	...	...
XL.	Coffee	...	...	...	...	...	...	...	...	...	...	...	...	...
XLI.	Government Stores	...	...	...	...	...	...	...	...	...	1,160	770	9,042	5,864
XLII.	Manures	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIII.	Vegetables	...	...	...	...	...	...	...	...	...	385	3,753	2,583	9,834
XLIV.	Chunam and Lime	...	...	...	...	...	...	...	...	...	613	307	1,209	552
XLV.	Hay and Straw and Grass, &c.	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVI.	Railway Materials	...	...	...	...	...	...	...	...	...	17,522	14,210	41,847	37,456
XLVII.	Revenue Stores	...	...	...	...	...	...	...	...	...	3,587	5,275	6,920	9,828
Total			4,771	4,286	14,308	11,885	...	90,374	...	45,890	155,817	157,011	3,73,744	3,30,204

therefrom on the several Railways for 1885, as compared with the similar results for 1884—contd.

PROVINCIAL—concl'd.

AMRITSAR-PATHANKOT.				NAGPUR-CHHATTISGARH.				BURMA.				JORHAT.				Classification Number.	
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.			
1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.	1884. Tons.	1885. Tons.	1884. Rs.	1885. Rs.		
30	91	73	273	5	...	61	...	5,530	7,520	10,405	17,680	...	...	...	...	I.
...	8	5	18	1	2	5	10	...	...	...	1	...	...	...	...	II.
1	101	3	304	...	1	3	7	56	55	260	624	...	...	...	...	III.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	IV.
...	1	...	3	...	...	...	...	13	1	105	16	...	...	...	...	V.
61	321	73	454	6,576	6,882	15,540	15,212	509	1,884	238	4,046	...	30	...	125	VI.	
23	17	132	80	256	220	2,932	2,375	15	17	153	171	...	...	...	...	VII.
114	220	616	1,251	2,568	3,408	21,022	26,902	1,251	1,681	9,305	12,556	...	...	...	...	VIII.
20	50	129	236	131	222	1,301	2,112	110	273	1,073	2,507	...	...	...	...	IX.
52	97	230	309	3,043	3,152	19,493	17,106	7,214	8,534	33,038	37,036	...	...	...	...	X.
162	6	107	30	5	1	47	9	521	431	4,306	3,994	...	...	...	...	XI.
250	766	525	1,312	2,314	2,521	15,103	16,826	1,714	1,802	10,497	12,139	...	...	...	...	XII.
127	100	734	455	1,166	1,232	6,603	7,624	3,551	3,751	25,277	27,411	...	...	...	...	XIII.
11,825	38,113	14,912	41,316	119,470	130,806	5,87,444	6,38,401	1,22,331	109,581	3,86,503	3,97,196	...	518	...	2,416	XIV.	
1	2	5	8	438	398	2,500	3,070	22	5	141	40	...	...	...	...	XV.
57	153	175	433	1,211	1,575	7,453	9,970	261	238	2,359	2,205	...	...	...	...	XVI.
16	4	27	11	214	147	1,406	923	14	15	153	170	...	...	...	...	XVII.
1	4	7	20	332	281	2,635	2,124	4	25	46	239	...	...	...	...	XVIII.
7	10	32	48	212	207	477	495	45	107	427	461	...	...	...	...	XIX.
67	74	354	443	120	152	875	918	372	386	4,207	5,022	...	...	...	...	XX.
...	2	3	8	47	25	212	114	95	63	653	517	...	...	...	...	XXI.
300	517	843	2,082	1,367	3,181	7,538	10,005	1,504	1,470	10,191	9,827	...	154	...	913	XXII.	
59	83	201	267	194	454	981	2,602	2,249	2,381	17,953	20,718	...	...	...	...	XXIII.
...	...	...	...	16	5	429	150	1	7	45	69	...	...	...	...	XXIV.
5	11	19	56	52	39	316	302	12	22	77	191	...	...	...	...	XXV.
120	204	558	806	275	288	1,209	1,362	3,731	3,027	27,006	27,845	...	1,242	...	5,062	XXVI.	
1,837	2,825	3,280	5,405	14,770	15,036	72,181	70,101	1,706	2,475	6,659	9,900	...	...	...	...	XXVII.
1	8	9	22	3	4	20	30	...	...	...	...	...	...	...	...	XXVIII.
971	717	1,123	1,197	42,243	39,879	2,54,943	2,44,796	3,804	2,449	17,050	11,127	...	...	...	...	XXIX.
10	5	61	16	5	4	64	51	45	40	492	564	...	...	...	...	XXX.
21	29	54	91	204	312	1,397	1,056	398	45	3,213	400	...	...	...	...	XXXI.
12,032	4,024	10,589	4,338	15	24	129	281	21,512	730	39,103	1,197	...	116	...	396	XXXII.	
2,182	6,315	2,845	8,560	615	689	3,627	4,416	2,097	2,069	10,229	11,392	...	...	...	...	XXXIII.
76	199	363	962	2	21	17	56	43	66	322	601	...	2,332	...	16,693	XXXIV.	
44	44	140	155	234	272	945	1,019	929	1,020	6,718	7,769	...	...	...	...	XXXV.
1,355	2,319	2,832	3,296	3,430	3,002	22,906	17,897	18,789	15,044	38,437	33,725	...	...	...	...	XXXVI.
359	305	1,815	1,579	23	32	194	284	55	38	522	376	...	...	...	...	XXXVII.
1,297	583	4,423	3,683	4,727	7,029	25,006	33,759	3,575	3,767	19,046	22,386	...	1,091	...	5,805	XXXVIII.	
...	...	...	...	...	...	...	...	38	129	201	583	...	...	...	...	XXXIX.
...	...	...	...	...	...	...	...	5	10	24	101	...	...	...	...	XL.
109	150	656	838	92,310	52,270	23,437	27,253	386	1,649	1,074	16,261	...	47	...	118	XLI.	
9	32	34	59	...	...	...	...	86	114	418	449	...	...	...	...	XLII.
46	47	110	131	...	...	...	...	2,445	3,105	17,628	21,437	...	...	...	...	XLIII.
1,235	2,114	1,294	4,331	...	...	...	...	1,078	560	3,813	1,911	...	115	...	380	XLIV.
9	9	18	14	...	...	...	...	599	22	497	28	...	...	...	...	XLV.
...	...	...	...	...	...	...	...	53,441	64,802	88,807	1,09,421	...	...	...	...	XLVI.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLVII.
184,369	60,661	45,429	84,321	235,561	285,469	11,01,394	11,72,606	2,59,676	234,655	7,59,319	8,15,681	*	5,614	*	30,993	Total.	

Amount proposed for previous year. Line only opened on 15th December 1884.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and receipts

Classification Number.	ARTICLES.	No.	GUARANTEED											
			MADRAS.				SOUTH INDIAN.				GREAT INDIAN PENINSULA.			
			Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
			1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.
			Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I.	Animals, living (for sale)	No.	...	...	...	...	5,150	3,700	5,006	4,425	...	...	...	...
II.	Borax	...	...	...	...	...	...	...	...	...	...	...	...	...
III.	Canes and Rattans	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.	Caoutchouc	...	...	...	...	...	...	...	...	...	...	...	...	...
V.	Chinese and Japanese ware	...	...	...	...	...	...	...	...	...	...	...	...	...
VI.	Coal and Coke	...	1,737	2,470	7,611	10,042	...	...	...	...	62,840	51,625	1,50,371	1,51,043
VII.	Cotton, Raw	...	32,916	21,094	4,38,401	3,01,511	9,028	8,404	48,590	43,758	101,272	78,672	20,58,848	23,45,434
VIII.	Cotton, Manufactured	...	...	...	...	...	11,204	11,810	1,53,795	1,62,735	33,122	41,144	11,57,519	14,40,331
IX.	Drugs and Medicines	...	1,085	1,440	15,655	22,217	...	...	...	...	250	435	12,169	19,539
X.	Dyeing Materials	...	10,981	22,033	1,71,002	2,06,590	4,432	6,478	26,306	35,296	9,610	9,371	1,63,893	1,65,230
XI.	Earthenware and Porcelain	...	...	...	...	...	41	119	169	223	...	...	...	...
XII.	Fibrous Products	...	6,113	5,510	47,415	42,135	...	...	...	...	17,585	10,038	3,34,304	3,40,793
XIII.	Fruits and Nuts	...	...	...	...	...	17,856	19,009	1,01,596	1,05,850	55,485	60,150	10,49,829	11,10,491
XIV.	Grains and Pulses	...	174,726	199,067	7,93,564	7,50,500	131,002	124,735	3,81,025	3,77,108	538,907	602,222	75,03,227	90,97,971
XV.	Gums and Resins	...	...	...	...	...	...	...	...	...	10,073	11,006	2,20,250	2,72,830
XVI.	Hides and Skins	...	15,528	18,423	1,93,859	2,57,131	5,030	5,412	44,798	48,106	14,061	16,091	2,02,821	3,07,814
XVII.	Horns	...	217	185	2,235	1,650	...	...	...	...	...	...	...	...
XVIII.	Lac	...	141	101	1,039	924	...	...	...	...	...	...	...	...
XIX.	Leather	...	1,154	305	17,953	2,786	...	...	...	...	...	...	...	...
XX.	Liquors	...	4,523	5,031	53,006	56,702	1,953	2,153	18,057	15,947	2,911	3,727	72,610	88,076
XXI.	Mats	...	...	...	...	...	393	484	4,745	5,713	...	...	...	...
XXII.	Metals and Manufactures of	...	21,602	16,426	2,35,051	1,71,983	8,021	9,054	55,019	61,208	77,437	84,736	13,78,925	14,66,232
XXIII.	Oils	...	9,828	10,605	63,197	64,649	7,689	8,324	41,291	41,863	21,105	22,529	3,92,560	4,15,172
XXIV.	Opium	...	...	2	3	115	...	...	...	...	710	1,290	40,222	83,447
XXV.	Paints and Colors	...	...	...	...	...	...	...	...	...	...	...	...	...
XXVI.	Provisions	...	53,637	60,708	4,19,930	4,29,898	17,268	19,793	99,369	1,10,302	4,903	5,851	1,24,910	1,45,065
XXVII.	Salt	...	33,109	67,066	4,09,698	4,04,011	43,079	50,401	1,27,880	1,30,947	107,891	113,103	13,97,011	14,43,411
XXVIII.	Saltpetre, &c.	...	388	311	3,084	3,077	...	...	...	...	...	...	...	...
XXIX.	Seeds	...	...	...	...	...	57,739	59,303	1,60,129	1,50,007	314,535	344,653	45,97,902	49,22,735
XXX.	Silk	...	76	121	1,912	2,208	...	...	...	...	179	263	7,216	8,962
XXXI.	Spices	...	2,535	2,500	20,504	17,413	849	951	6,594	5,822	5,702	4,649	1,10,749	1,00,004
XXXII.	Stone and Marble	...	...	...	...	...	90,710	158,452	1,13,772	1,59,524	4,930	7,120	23,085	29,568
XXXIII.	Sugar	...	23,305	21,216	1,95,212	1,14,132	33,857	33,350	1,38,980	1,05,782	36,600	42,032	5,42,572	6,16,096
XXXIV.	Tea	...	276	205	6,184	7,833	4	17	43	124	82	134	2,800	4,762
XXXV.	Tobacco	...	8,703	9,946	55,817	59,149	2,743	3,462	22,235	23,016	4,270	5,332	61,769	79,214
XXXVI.	Wood	...	61,926	55,344	2,30,883	2,29,345	12,807	22,803	87,973	48,244	91,716	79,184	2,85,050	2,62,707
XXXVII.	Wool	...	671	633	7,470	7,573	...	...	...	...	649	756	14,005	17,750
XXXVIII.	All other articles of Merchandise	...	90,083	1,11,312	4,53,459	7,39,509	30,113	39,624	1,01,780	1,84,378	63,003	84,973	9,47,545	11,82,649
XXXIX.	Bark (Tanning)	...	...	...	...	...	...	...	...	...	...	...	...	...
XL.	Coffee	...	6,749	6,957	53,827	59,802	...	...	...	...	138	113	3,530	2,587
XLI.	Government Stores	...	2,093	2,644	65,099	71,680	...	...	...	...	6,738	9,201	1,51,363	2,24,136
XLII.	Manures	...	4,616	3,697	16,145	11,659	...	...	...	...	...	...	...	...
XLIII.	Vegetables	...	...	...	...	...	...	...	...	...	20,227	19,099	1,94,607	1,97,900
XLIV.	Chunam and Lime	...	...	...	...	...	...	...	...	...	1,002	1,217	12,180	14,867
XLV.	Hay and Straw and Grass, &c.	...	...	...	...	...	...	...	...	...	5,893	8,665	25,570	45,148
XLVI.	Railway Materials	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII.	Revenue Stores	...	...	...	...	...	...	...	...	...	...	...	...	...
Total			773,026	846,496	32,37,453	41,20,556	500,991	534,467	17,50,656	19,22,992	1,839,008	1,701,447	1,42,51,946	1,57,74,744

therefrom on the several Railways for 1885, as compared with the similar results for 1884—contd.

COMPANIES.												ASSISTED COMPANIES.				Classification Number.	
BOMBAY, BARODA AND CENTRAL INDIA.				ODISH AND ROHILKHAND.				SIND, PUNJAB AND DELHI.				BENGAL AND NORTH WESTERN.					
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.			
1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.	1884.	1885.		
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
301,731	340,790	...	...	70	141	845	618	2,685	10,161	10,140	47,628	...	73	...	20	I.
...	...	...	...	982	1,002	12,862	12,570	387	261	3,073	2,518	...	5	...	62	II.
...	...	...	...	24	23	151	152	716	1,041	3,081	6,189	1	1	10	4	III.
...	...	...	...	...	...	...	...	9	8	77	60	...	...	...	...	IV.
...	...	...	...	11	6	185	83	50	73	1,148	1,332	...	5	...	69	V.
20,657	38,370	...	...	5,557	6,287	11,401	11,093	17,603	34,010	89,758	1,21,185	597	10,261	520	24,187	VI.
112,983	86,380	...	...	8,830	7,959	1,01,132	80,370	9,385	14,531	1,01,320	1,34,040	1	84	5	1,027	VII.
23,579	27,277	...	...	8,966	10,673	86,763	90,893	23,483	25,729	3,27,531	3,53,960	211	4,137	1,308	20,005	VIII.
...	...	...	...	1,365	1,332	9,393	9,276	4,012	4,576	54,815	61,307	72	215	542	2,273	IX.
...	...	...	...	2,771	3,001	23,050	24,029	7,324	6,877	1,00,667	91,250	5	747	23	5,469	X.
...	...	...	...	93	80	988	727	384	340	4,758	4861	7	6	57	46	XI.
5,892	6,880	...	...	9,326	11,181	47,170	51,753	15,008	18,273	1,10,570	1,14,810	27	1,373	116	8,960	XII.
33,930	38,757	...	...	2,405	2,495	24,190	23,352	16,483	14,948	1,77,968	1,61,691	122	351	387	2,348	XIII.
139,000	268,102	...	...	227,748	297,940	8,19,916	9,16,938	4,35,114	6,10,477	24,25,617	33,97,812	188	42,328	440	1,77,136	XIV.
...	...	...	...	201	142	1,181	934	500	842	5,652	10,033	2	51	13	616	XV.
2,876	3,328	...	...	5,180	6,421	25,445	30,303	6,123	8,141	63,456	85,824	112	824	693	5,962	XVI.
...	...	...	...	389	473	2,025	1,959	283	144	3,401	1,519	7	24	52	231	XVII.
...	...	...	...	271	207	981	681	308	355	4,521	4,200	6	131	23	266	XVIII.
...	...	...	...	300	412	3,103	3,160	1,145	1,611	10,629	24,719	...	...	...	...	XIX.
2,056	3,110	...	...	2,331	3,203	20,490	23,725	7,897	9,246	82,400	91,031	20	109	137	1,416	XX.
...	...	...	...	97	165	479	1,292	222	203	1,592	1,855	...	...	...	...	XXI.
26,176	30,500	...	...	18,900	13,660	1,21,865	80,846	25,515	30,537	2,28,362	2,81,515	156	1,387	918	8,088	XXII.
5,922	5,125	...	...	1,353	1,558	8,800	10,823	4,415	5,020	50,080	57,900	6	117	52	608	XXIII.
532	40	...	...	1,211	1,307	30,226	32,630	9	6	61	30	1	481	2	9,298	XXIV.
...	...	...	...	159	201	1,743	1,612	592	524	9,013	7,501	5	75	20	697	XXV.
3,027	3,608	...	...	2,406	3,425	18,282	20,830	4,146	4,206	44,448	45,171	22	208	98	1,906	XXVI.
93,363	140,916	...	...	60,435	60,590	1,70,227	1,98,331	46,050	49,205	1,97,479	2,14,707	460	4,023	1,758	13,237	XXVII.
...	...	...	...	741	954	1,830	2,691	1,683	1,278	10,378	14,353	...	531	...	1,500	XXVIII.
1,18,461	158,271	...	...	60,101	53,315	2,01,097	1,80,436	129,101	81,308	7,00,743	4,60,554	266	27,280	568	1,22,120	XXIX.
40	174	...	...	45	6	503	61	322	261	5,616	5,402	...	1	...	9	XXX.
...	...	...	...	1,820	1,494	10,844	9,676	5,180	5,700	60,750	63,636	4	278	30	2,155	XXXI.
22,200	16,722	...	...	18,071	10,858	31,844	24,571	8,928	6,447	36,303	45,125	11	919	26	3,350	XXXII.
36,869	40,877	...	...	68,600	72,611	2,72,300	3,27,721	80,026	81,524	5,22,014	5,22,717	60	4,600	242	33,994	XXXIII.
442	350	...	...	311	421	4,216	4,272	2,182	2,450	31,972	33,619	1	5	3	38	XXXIV.
17,229	15,545	...	...	3,950	1,898	14,988	8,952	2,037	2,655	24,297	25,137	22	268	61	2,370	XXXV.
59,087	66,019	...	...	29,491	34,840	80,919	84,807	42,112	69,446	1,19,923	1,45,514	90	271	303	1,508	XXXVI.
3,050	4,028	...	...	137	171	1,541	1,606	9,670	9,673	1,18,101	1,04,518	1	26	5	171	XXXVII.
75,151	64,502	...	...	16,638	10,761	1,10,808	1,32,410	149,872	222,556	5,34,093	10,03,820	874	40,304	1,629	88,170	XXXVIII.
...	...	...	...	56	...	530	...	...	...	...	...	...	...	...	...	XXXIX.
...	...	...	...	29	13	372	104	...	...	...	...	...	...	...	...	XL.
1,257	1,507	...	...	1,884	2,347	11,281	10,043	11,471	25,286	2,30,601	4,01,241	...	22	...	408	XLI.
...	...	...	...	309	388	1,250	809	251	230	934	717	...	...	...	...	XLII.
...	...	...	...	4,113	5,384	14,342	20,098	3,709	4,405	22,307	29,090	...	...	...	...	XLIII.
3,498	4,270	...	...	943	1,017	2,387	2,428	20,757	30,545	38,872	53,678	...	...	...	...	XLIV.
21,112	27,950	...	...	722	254	3,670	1,400	1,877	612	9,337	3,863	...	...	...	...	XLV.
...	...	...	...	...	...	...	...	...	...	...	...	21,155	6,392	20,270	14,705	XLVI.
...	...	...	...	...	...	...	...	...	...	...	...	206	742	222	2,057	XLVII.
...	...	...	...	563,515	648,492	23,13,872	24,64,374	1,297,492	1,439,078	86,20,816	92,20,798	24,670	154,946	30,667	5,76,688	Total.

Statement showing the quantities of the principal articles of merchandise, &c., carried, and the receipts

Classification Number	ARTICLES	ASSISTED COMPANIES—continued								HIS HIGHNESS THE NIZAM'S						HIS HIGHNESS	
		BOMBAY AND KANAR				ASSAM											
		Quantity		Receipts		Quantity		Receipts		Quantity		Receipts		Quantity			
		1884 Tons	1885 Tons	1884 Rs	1885 Rs	1884 Tons	1885 Tons	1884 Rs	1885 Rs	1884 Tons	1885 Tons	1884 Rs	1885 Rs	1884 Tons	1885 Tons		
I	Animals living (for sale)	No	11		189	129	123	109	150				9 93	8	6		
II	Borax		63		38							1 311					
III	Canes and Rattans		1		7	73	94	38	327								
IV	Courthouse					40	6	68	826								
V	Chinese and Japanese ware	2	6	4	66												
VI	Coal and Coke					19,097	30 816	66 186	39 701	302	280	1 019	921		1		
VII	Cotton, Raw		1		1	1		5	1	100	240	1 122	1 238	2 504	1 970		
VIII	Cotton Manufactured	1	5	9	51		11		304	1 270	2 833	1 823	12 573	280	22		
IX	Drugs and Medicines	1	13	7	13	11	7	183	114	403	448	3 817	4 277				
X	Dyeing Materials		3	3	21					389	478	2 3 2	2 424				
XI	Earthenware and Pottery					22		141	99	370	130	5 110	5 31				
XII	Fibrous Products		2		10	61	48	992	633	830	863	5 780	6 289	23	20		
XIII	Fruits and Nuts	3	21	2	1	1	2	154	257	2 153	3 030	21 718	2 508	563	607		
XIV	Gram and Pulses	144	309	3 30	6 750	3 930	4 900	2 0 0	34 508	25 020	1 810	1 10 35	83 6	3 818	4,790		
XV	Grains and Pesins				1	7	10	61	8	81	8	100	60				
XVI	Hides and Skins	1	3	5	10		1	3	10	623		1 000	1 000	2	16		
XVII	Horns		1		4												
XVIII	Ice							1		10	7	109	6				
XIX	Lather		6	7	30		1	6	3	70	693	7 21	7 21				
XX	Liquors		60	40	9 920	9	58	1 110	1 11	300	501	3 8	7 8	6	5		
XXI	Milk		9	1			1	13	9								
XXII	Metals and Minerals of		27	48	210	1 194	785	9 00	8 304	2 1	1	19 11	1 377	33	11		
XXIII	Oil	9	30	92	3	61	3	1 10	1 10	801	88	6 31	6 881	33	11		
XXIV	Ornaments									3		70					
XXV	Paints and Colors		3		31					94	57	979	936				
XXVI	Provisions		9		14	501	67	6 30	7 62	512	6	5 13	6 51	1	20		
XXVII	Salt	112	86	101	3 031	84	121	100	911	18 276	19 30	71 0 7	78 18	1 973	1 902		
XXVIII	Sulphate &c																
XXIX	Seeds	20	93	103	1 941	61	81	6 6	609	20 917	10 831	81 808	82 932	3 331	2 150		
XXX	Silk				1					9	19	21	459				
XXXI	Spices	2	20	10	1 10					1 030	1 530	6 937	9 378	2 3	217		
XXXII	Stone and Marble	4	6 90	11	1 994		144		171	1 370	1 270	6 934	6 940	1 78	2 023		
XXXIII	Sugar	9	203	37	790					1 320	1 398	8 801	9 769	659	710		
XXXIV	Tea	1	51	10	295	2,900	3,383	3 330	30 189	20	24	289	3 11				
XXXV	Tobacco	4	20	42	108					327	153	2 93	3 972	19	28		
XXXVI	Wood	2	1,231	4	1 707	703	199	3,134	1,964	10 101	8 296	20 783	24 140	3,097	2 063		
XXXVII	Wool		26	2	160					9	127	1 067	1,580	7	3		
XXXVIII	All other Articles of Merchandise	302	40,015	1,601	48,190	829	350	3,600	2 625	2 200	2 600	26,500	30,056	8,921	11 437		
XXXIX	Bulk (Tanning)		1	2	13												
XL	Coffee		1		10												
XLI	Government Stores		14	3	88					1,248	1 806	18 464	23 377				
XLII	Manures		1		2												
XLIII	Vegetables	60	328	376	1,250					771	693	5,394	4,990				
XLIV	Chunam and Lime	1	14	2	31									90	313		
XLV	Hay and Straw and Grass, &c.						148		1,220		88		291				
XLVI	Railway Materials									66,686	44,419	21,171	1,43 526				
XLVII	Revenue Stores																
	Total	734	56,558	2,376	73,967	80,400	48,387	1,65,867	1,92 809	161,639	198,701	5,10,502	6,63 780	27,042	35,082		

therefrom on the several Railways for 1885, as compared with the similar results for 1884—concl'd.

NATIVE STATIS																		Classification Number	
THE GAZEKWAR'S.		BHAYNAGAR GONDAL				MYSORE				JODHPUR				RAJFURA PAHALA.					
Receipts.		Quantity		Receipts.		Quantity		Receipts		Quantity		Receipts		Quantity		Receipts			
1884 Rs	1885 Rs	1884 Tons	1885 Tons	1884 Rs	1885 Rs	1884 Tons	1885 Tons	1884 Rs	1885 Rs	1884 Tons	1885 Tons	1884 Rs	1885 Rs	1884 Tons	1885 Tons	1884 Rs	1885 Rs		
20	17			202	326	55	1,300	105	1,100			8	.	24	3	293	3	212 I.	
...	...	1	2	8	22										2	7	2	II.	
...	...	..	..	..	..			2		11	28	30	185	46	131	46	133	III.
...	...	.	.	.	.			.	.	.	.	.	.	.	.	.	.	IV.
...	...	10	12	155	210													V.	
1	1	4,739	3,975	3,189	3,724					12	6	60	22	80	888	133	688	VI.	
3,641	3,052	35,881	10,310	2,89,160	1,87,687	12	19	38	80	172	205	590	1,06		2		3	VII.	
733	629	1,292	1,233	12,404	11,489	1,103	1,375	6,031	7,957	723	890	2,055	3,41	20	323	40	611	VIII.	
		91	60	884	621	48	81	340	521	43	37	140	161	7	90	11	128	IX.	
		486	641	3,931	3,907	170	1,05	679	526	368	410	1,002	1,031	13	111	27	173	X.	
		2	4	20	10	18	24	60	10						10		20	XI.	
472	440	1,397	1,161	8,133	7,171					111	149	280	67	7	208	11	236	XII.	
1,401	1,490	1,790	1,433	11,570	8,701	1,002	1,368	6,771	5,725	611	661	1,678	2,81	17	76	29	121	XIII.	
5,837	7,481	17,851	12,806	72,225	40,610	7,468	18,127	16,207	38,267	207	1,708	6,2	6,217	113	10,53	387	7,021	XIV.	
		40	33	313	312	10	3	91	19	54	28	187	98	1	13	2	21	XV.	
03	47	230	237	1,922	1,971	813	1,030	2,861	3,591	105	166	121	773		13	4	23	XVI.	
		10	7	96	63						1	2			1		2	XVII.	
		8	14	80	111	0	5	23	16	0	1	17	28		1		5	XVIII.	
						98	130	268	492	11	32	51	190		30	1	51	XIX.	
10	15	24	40	275	400	274	280	1,063	1,500	7	23	84	200	1	55	4	57	XX.	
						110	44	220	170									XXI.	
678	690	1,770	3,698	14,120	26,011	1,170	1,370	5,168	5,960	640	901	1,910	4,07	12	561	20	197	XXII.	
85	117	1,310	891	9,130	5,627	233	911	1,450	1,623	24	46	94	26	3	36	3	93	XXIII.	
		7	8	130	150					60	60	260	29					XXIV.	
		59	32	532	351					8	5	24	37				7	XXV.	
131	78	432	431	3,403	2,778					21	62	87		1	21	4	28	XXVI.	
3,041	3,052	2,142	2,830	4,744	6,422	2,030	3,109	5,271	8,798	157	470	310	1,10	10	782	35	603	XXVII.	
		16	13	120	120					78	103	120	30		117		93	XXVIII.	
5,067	3,410	4,041	7,006	23,202	32,401	3,864	3,152	9,800	8,161	60	1,111	120	3,55	18	1,070	12	201	XXIX.	
		2	1	30	12	30	51	150	20		1				5		12	XXX.	
088	545	128	150	944	1,207	62	93	243	311	21	26	76	171	10	2,9	13	277	XXXI.	
3,206	2,50	1,527	2,361	2,802	3,633	1,501	610	2,37	1,390	3	198	10	270	40	370	30	279	XXXII.	
1,167	1,320	1,804	1,200	10,490	16,100	570	575	2,146	1,900	4,879	4,081	10,270	11,32	80	1,100	87	1,365	XXXIII.	
1		4	4	50	40										1		1	XXXIV.	
50	77	101	392	3,091	2,400	221	522	601	1,370	462	535	1,301	276				8	XXXV.	
6,086	6,768	10,751	13,038	66,051	84,074	3,404	5,281	2,072	5,732	259	920	591	2,02	60	52	51	476	XXXVI.	
18	11	164	178	1,007	1,328	64	57	307	201	828	907	2,400	0,54	9	61	19	110	XXXVII.	
20,523	24,038	1,744	2,891	17,721	20,408	9,413	11,944	27,566	37,812	387	6,270	1,411	14,770	19	330	57	658	XXXVIII.	
																		XXXIX.	
						643	778	2,713	3,204									XL.	
						2		30							16		10	XLI.	
						34	98	69	143									XLII.	
						718	540	2,091	2,847						7	50	0	48	XLIII.
176	405														68	1,705	37	487	XLIV.
																		XLV.	
						1,808	3,670	20,938	14,970	12,542	4,306	6,458	2,00					XLVI.	
						3,374	5,280	5,910	4,446	231	1	74	1					XLVII.	
54,104	67,185	50,226	78,988	5,64,827	4,50,110	40,108	55,840	1,27,075	1,57,855	28,203	24,812	32,792	68,15	988	21,585	1,088	16,074	Total.	

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

1885-86.

BY

COLONEL F. S. STANTON, R.E.,
DIRECTOR GENERAL OF RAILWAYS.

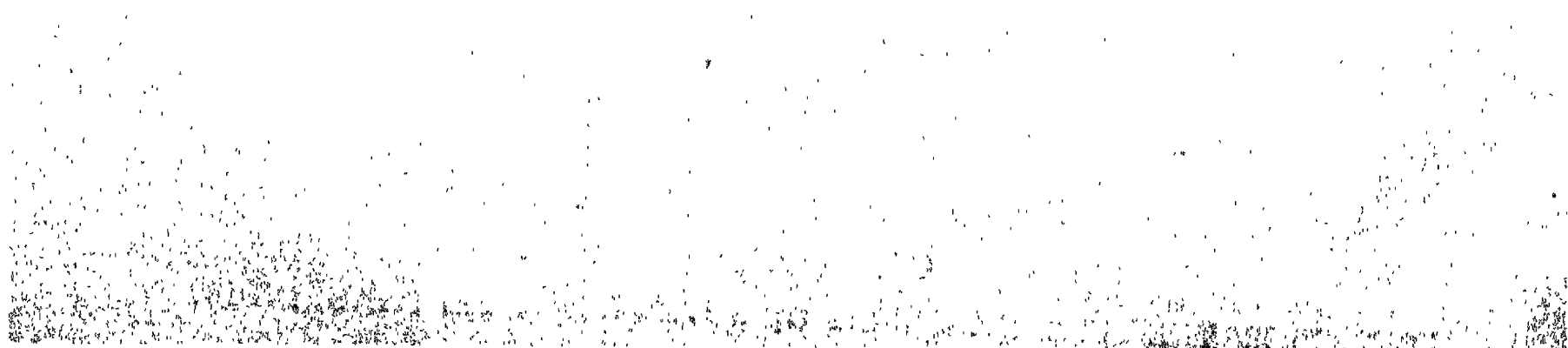
PART II.



CALCUTTA :

PRINTED BY THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.

1886.



The following lengths of Railway have been opened to public traffic from the 31st March 1886 to date :—

Date.	Railway.	From	To	Miles.	REMARKS.
1st April 1886	Indian Midland . . .	Cawnpore . . .	Chaura . . .	42	
5th do. .	His Highness the Nizam's Guaranteed.	Secunderabad . . .	Warangal . . .	87	
8th do. .	Tirhoot (Kosi Extension of the Assam-Bihar).	Jhanjarpore . . .	Nirmali . . .	20	For goods traffic only. Of this length, 14 miles from Jhanjarpore to Gongareria opened for passenger traffic on 6th May 1886.
16th June .	Cherra Poonjee . . .	Companyganj . . .	Thariaghat . . .	6½	No. 1 Section (Locomotive Line).
16th do. .	Darjeeling-Himalayan . .	Darjeeling . . .	The end of Cart Road opposite Government School.	½	
16th August .	Oudh and Rohilkhand . .	Left bank of Ganges Canal near Jawalapur.	Hardwar . . .	3½	
26th do. .	Bilaspur-Etawa . . .	Katni . . .	Umaria . . .	37	For coal traffic only. Will be opened for public traffic in October.

Simla, 30th September 1886.

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

1885-86.

PART II.

CHAPTER I.

THE surveys and works in connection with Railways constructed or in progress were dealt with at such length in Part I that nothing of importance remains to be noticed under these heads. The few capital works of interest not mentioned will be found alluded to in Chapter IV of this Part, in which the Capital expenditure on the different lines is dealt with.

2. To the Notes on fuel supply and consumption in Part I may be added the following extract from a later report of Dr. Warth, in charge of the Coal Explorations on the Punjab Salt Range which for the future is to be known as the "Dandot Collieries." It will be seen that the latest information gives greater promise of coal than was before anticipated:—

The excavation of coal at the Dandot scarp has been continued. Drift No. 27 has now come into a really compact portion of the seam with good coal 33 inches thick.

Another new drift, No. 43, has also come into the good coal at least 30 inches thick. The regular continuance of from 30 to 36 inches of coal along the Southern Dandot scarp has thus been still further demonstrated during the past month (May 1886).

3. The statement of Indian Railways constructed and in progress, with the dates of opening of the different sections, their mileage, sanctioned and open, and some of the chief points of note in their past history, will be found in the appendices, pages xcvi to clix.

4. As the completion of the Portuguese line is a matter of great importance to the Southern Mahratta Railway, a few particulars regarding it are here extracted from information kindly supplied by Mr. Sawyer, the Agent and Chief Engineer of the Portuguese Railway Company.

Harbour Works.—In spite of the difficulties which have arisen from time to time, the construction of the break-water and works for the Mormugao Harbour have been rapidly pushed forward. The break-water commenced on 1st November 1883 had, by the end of April 1885, reached a length of 577 feet when work was closed for the season and the quay wall had been commenced.

The report for the year 1885-86 shows that the quay wall had, up to 6th February 1886, been completed for a length of 896 feet, leaving 304 feet only to complete its intended length.

The length of the break-water had, on 1st April 1886, been made up to 815 feet.

The following paragraph, quoted from the report of the Chief Engineer, dated 26th April 1886, will be read with interest :—

Though not falling within the time under report, it may be appropriate to note here that the S. S. *Westbourne* from London, was the first to come alongside the new quay. She drew at the time 22 feet 9 inches aft, and took up her position at No. 1 Berth to discharge a heavy weight under the 25-ton crane. There was a heavy swell outside, owing to strong north-west winds having prevailed during the afternoons of the previous three days, but the *Westbourne* was so comfortable at her berth that she completed the whole of her discharge there.

Railway Works.—The line from the frontier to the sea is 51 miles. Taking this in two divisions, the first or lower division from Mormugao to mile 41 is rapidly approaching completion. Seventeen miles are already in thorough running order, on five the road is laid, and on the remaining nineteen all the heavy works are completed, except two bridges; and the permanent-way is now being laid.

The second, or Ghât division, is from mile 41, Sonali temporary terminus, to the frontier. The heavy work on this division consists of masonry and tunnels, on both of which very good progress is said to have been made.

The following figures will give some idea of the work done. There are twelve tunnels from 150 to 838 feet long, the total length being 5,209 feet. On the 1st April 1886, 4,004 feet of heading had been taken out, leaving 1,205 feet for completion. The total excavation from these tunnels, exclusive of the heading, will be 72,054 cubic yards. Up to 1st April 1886, 18,492 yards had been taken out, leaving 53,562 cubic yards to be done.

The tunnels are almost entirely in rock; lining is required only for a certain distance at the entrances of some of them.

The line from the foot of the Ghât to the harbour will, it is expected, be quite ready by the close of the monsoon of 1886, and there is every probability that it will be ready throughout by the beginning of 1888.

CHAPTER II. PERSONS EMPLOYED.

(SCHOOLS—NATIVE DRIVERS AND SHUNTERS—FINE FUND WORKING—PROVIDENT FUNDS.)

SCHOOLS.

In the following tables are given details of the number of children of Railway employes and also of apprentices and workmen attending schools, together with information regarding the Government grants, Railway grants, average school fees, and annual expenditure :—

Railway Schools.

RAILWAY.	Number of Schools.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.				Annual expenditure.
		CHILDREN.		APPRENTICES AND WORKMEN.		Government Grant.	Railway Grant.	School Fees.	TOTAL.	
		Number on the Rolls.	Average daily attendance.	Number on the Rolls.	Average daily attendance.					
STATE IMPERIAL.										
East Indian { European and East Indian	15	391	332	55	45	8,256	9,456	14,242	31,954	32,113
Native	27	508	415	1,419	591	1,979	3,636	6,626	12,241	11,141
Rajputana-Malwa	6	180	151	29	21	2,202	2,288	3,520	8,010	7,879
Eastern Bengal	1	2	1.94	23	5.69	...	240	...	240	239
Punjab Northern, } European	...	206	144	19	10	1,004	2,468	1,504	4,976	4,094
Indus Valley. } Native.	...	89	70	2,474	766	139	2,907	545	8,591	4,383
STATE PROVINCIAL.										
Tirhoot (Native)	2	25	20	31	5	...	529	144	673	673
Northern Bengal	1	10	3.26	56	15	...	241	...	241	241
Cawnpore-Achnera (Native)	2	16	12	43	37	...	240	...	240	240
Burma	2	6	5	24	24	...	...	478	478	...
GUARANTEED COMPANIES.										
Madras (European and Eurasian).	7	276	208	...	...	452	5,118	2,326	7,896	8,466
Great Indian Peninsula	6	190	148	...	...	927	11,044	2,081	14,052	11,971
Bombay, Baroda and Central India	2	69	54	...	...	337	4,599	706	5,642	5,220
Oudh and Rohilkhand	1	32	...	...	...	...	840	438	1,278	...
Sind, Punjab and Delhi . . . . .	...	131	90	...	...	4,262	5,308	4,380	13,950	12,923
NATIVE STATES.										
Bhavnagar-Gondal	1	15	6	...	...	...	600	380	980	925
Mysore	1	14	7	...	...	...	109	71	180	180

Local and District Schools.

RAILWAY.	Number of Schools.	ATTENDANCE.				ANNUAL CONTRIBUTIONS.		
		CHILDREN.		APPRENTICES AND WORKMEN.		Railway Grant.	Average School fees.	TOTAL.
		Number on the Rolls.	Average daily attendance.	Number on the Rolls.	Average daily attendance.			
STATE IMPERIAL.								
East Indian { European and East Indian	2	41	32	...	...	₹ 720	₹ ...	₹ 720
	1	13	11	...	...	240	...	240
Rajputana-Malwa	6	172	155	...	...	4,881	4,261	9,142
STATE PROVINCIAL.								
Nalhati	1	6	5	...	...	84	..	84
Northern Bengal { European	1	16	10	...	...	600	266	866
	4	86	64	...	...	683	653	1,336
Nagpur-Chhattisgarh	3	13	13	...	...	223	40	263
GUARANTEED COMPANIES.								
Madras	1	12	9.8	...	...	60	...	...
Great Indian Peninsula	2	34	...	...	...	1,200	...	...
Bombay, Baroda and Central India	20	59	46	...	...	2,865	4,383	8,808
Oudh and Rohilkhand	6	59	...	...	...	5,348	9,720	15,068
NATIVE STATES.								
His Highness the Nizam's	1	16	...	...	...	0.40 per child per month.	...	...

2. The number of Railway schools for Europeans and East Indians includes two joint schools at Aligarh and Gháziabad to which contributions are made by the Sind, Punjab and Delhi (now incorporated in the North-Western) and the Oudh and Rohilkhand Railways. The amount shown under "Total annual contributions" does not include the Municipal grant and other subscriptions and donations to the school at Raneegunge amounting in all to R238.

East Indian.

English schools, aided by the Company and receiving grants-in-aid from Government, have been established at the following places:—Howrah, Raneegunge, Ásansol, Madhupur, Sahebgunge, Jamálpur, Dinapore, Buxar, Moghal Sarai, Cawnpore, Túndla, Aligarh and Gháziabad. An estimate for a school-house, to be built at Sahebgunge, has been sanctioned, and proposals are now on foot to build suitable school-houses at Dinapore and Buxar. Native schools, similarly aided by the Company and Government, have been established at the following places:—Howrah, Raneegunge, Ásansol, Rampore Haut, Sahebgunge, Jamálpur, Moghal Sarai, and Túndla.

In addition to the above, 18 native adult schools have been established at locomotive stations; the grants-in-aid of four of these are made from the Company's fine fund, and of the remaining fourteen from the general revenue of the undertaking.

Apprentice schools have been provided at Jamálpur and Allahabad.

The 18 native adult schools receive no aid from Government. The Company's grant amounts to about three-quarters of the total receipts, the remaining quarter being derived from school fees.

The negotiations for the direct purchase of the Oak Grove Estate for the Mussoorie Hill School were at a stand-still in 1884, owing to there being a risk that trouble might arise in the future with regard to the Company's rights to lay a line of pipes across certain land intervening between the estate and the Mossy water-falls. This difficulty has been satisfactorily settled, and the estate has been purchased from the original owner at a cost of R30,000. An estimate has been prepared to cover the cost of the water scheme amounting to R25,132, and it is the intention that a new School Committee shall be formed consisting of the Agent, the Consulting Engineer, and three heads of departments.

A deed is under preparation vesting the present and future property of the school in the Agent, the Consulting Engineer, and the Comptroller General, in compliance with the conditions laid down by the Secretary of State that R2,00,000 from the reserve fund of the East Indian Railway Savings Bank should be made over in trust as an endowment for the hill school (on the understanding that the revenue of the undertaking be rendered liable for any sums due by the Savings Bank which the Bank may be unable to pay), and that the property of the school should be vested in trustees, the majority of whom should represent Government.

Doubts having been expressed as to whether the scheme is likely to prove a success, heads of departments were requested to ascertain the number of children likely to attend. The result of the enquiries would go to show that the school, if established, will be very successful. A question also having arisen as to whether the children of East Indian employés would be eligible for admission, it was pointed out that in the Government Code of Regulations for European Schools in Bengal, the term European may be used to signify any person of European habits and modes of life, and it was decided that this definition should be adhered to.

3. Schools have continued to be maintained at the more important stations throughout the year. Government grants-in-aid were obtained during the year for

Rajputana-Malwa.

the Mhow and Neemuch Schools and for the Bándikui Anglo-Vernacular School. The grant for the English school at Bándikui has also been increased from R60 to R100 per month from April 1886.

The Night class for Apprentices of Central Shops is under the Head Master, Railway School. The number of names on the rolls was 29, the average attendance 20·76. The Head Master reports fairly on the progress of the lads.

*Technical Schools,
Ajmere.*

The average number of names on the books was 29, and the average attendance (which is only reduced by lads being absent on leave) nearly the same.

*Drawing class for Apprentices,
Central Shops.*

The greater number of the senior lads are now fair draftsmen, capable of making working drawings and to some extent designing machinery; the junior lads have been making fair progress.

Two of the Railway Schools at Ajmere, shown in the return of the Rajputana-Malwa Railway, are intended for the employés both of this Railway and of the Bombay, Baroda and Central India Railway. The grant (R4,881) made to the Local and District Schools by the Rajputana-Malwa Railway includes R67·8, being the Government grant to the United Presbyterian Church of Scotland Mission School at Bándikui.

There were 24 children of the Rajputana-Malwa Railway employés attending this school during 1885. The Railway grant for the year amounted to R3,884, and the average school fees to R3,435. The school is at present attached to the Lawrence School, but it is eventually to be placed on an independent footing, the Government of India having approved of a scheme for the establishment of a separate Railway school at Mount Abu. An estimate amounting to R1,10,000 has been sanctioned to provide a building, furniture, &c. The work will be put in hand as soon as funds can be conveniently made available for the purpose, and the expenditure will be debited in the proportion of one-third to the capital account of the Bombay, Baroda and Central India Railway, and two-thirds to the capital account of the Rajputana-Malwa Railway.

Mount Abu School.

4. There is a Night school at Narculdanga for native drivers, firemen, and workshop people; another has been opened at Bongong on the Central Section.

Eastern Bengal.

5. There are Day schools for the children of European employés at Lahore, Mooltan and Saháranpur. The total number of children on the books was 61, and average daily attendance 47·2. At Mussoorie there is a boarding school supposed to be for both boys and girls, but the number of the latter is small, sometimes one only being at the school.

There are schools for native adults and apprentices of the Locomotive Department at all the engine-changing stations. The number on the rolls was 541, and average daily attendance 281. These schools are intended chiefly for the education of native drivers.

6. The school at Ráwalpindi for teaching menial staff sufficient English to qualify as brakesmen and native guards was closed, as the daily attendance was not sufficient to warrant its maintenance; there were no other important alterations.

Late Punjab Northern.

7. The European and Eurasian Schools at Mooltan, Sukkur and Kotri which were attended by children of Railway employés were allowed monthly grants-in-aid from the Railway Fine Fund, at R2 per child per mensem.

Late Indus Valley.

The Punjabi School at Sukkur, attended by children of native employés, received R1·8·0 per child per mensem.

The contributions to the native Locomotive staff night schools, during the year, were as follows :—

	₹
Sukkur	360
Jacobabad	120
Radhan	120
Kotai	120
Reti	180

8 No application was received to re-open the school for the education of European and Eurasian employés closed last year in consequence of the small number of children, and the only schools that were open are the Night school for native guards and drivers and the Native school for children of the Native employés of all classes. Both these schools were fairly attended. To encourage the men attending the Night school, three prizes of ₹15, ₹10, and ₹5 have recently been offered for the best progress made.

Tirhoot

9. The following Schools have been organised on this Railway :—

Northern Bengal.

European Day School at Saidpur.	|	Native School at Sára.
Middle Class School for Natives at Saidpur.		Ditto at Teesta.
Native Guls' School at Saidpur.		

Although the attendance at the European Day School has latterly improved, the school scarcely receives the support that might be expected. At the last annual examination, one child attained to the 2nd standard, five children to the 3rd standard, and two children to the 1th standard.

A feature of interest is the organising of a school for Native girls at Saidpur, where literature, mathematics, history, geography, and needle-work are taught.

There is also a Night school for employés of the Locomotive and Carriage and Wagon Departments. The number borne on the rolls was, however, only 20 as compared with 45 during the previous year.

There is a Government Boarding School at Kurseong for the children of Europeans and persons of European descent in the service of Government.

Kurseong School

The school was primarily intended for the children of European employés on the State Railways in Bengal, but its advantages were subsequently extended to the children of employés in the Public Works, Telegraph and Police Departments. The number of children of Railway employés attending the school during 1885 was 27, and the average school fees received ₹340.

The scale of monthly fees charged is as follows :—

Class	Parents' income.	Fee
	₹	₹
I	120 and under	10
II	121 to 200	12
III	201 to 300	15
IV	Above 300	20

10. The expenses of the Railway schools for Europeans and Eurasians include ₹764, rental of buildings at Rái-chúr, paid to the Great Indian Peninsula

Madras.

Railway. The total outlay is divided between these two Railways. The Railway schools connected with the Madras line are now seven in number, a new one having been opened at Tirupati in April 1885.

11. There are no Railway schools, but the children belonging to the employés attend local schools at the principal stations. The South Indian Railway

South Indian.

does not find it necessary to contribute to any of the district schools.

12. The Khandwa Railway school, which is jointly supported by the Rajputana-Malwa and the Great Indian Peninsula Railways, is included with the schools belonging to the latter. The annual contribution by the Rajputana-Malwa Railway amounts to R618, the school fees to R135, and the expenditure to R618.

13. The school at this station was established in 1878 and has since then done well. The total number of children borne on the rolls on the 31st March 1885 was 52; on 31st March 1886, the number had increased to 57. The school is supported by fees and by the Company, the cost of the teaching staff, *viz.*, R245 per mensem, being borne by the Company. It has been registered for Government inspection, and the Government grant-in-aid earned during 1885-86 amounted to R523, which was an increase of R186 on the grant of the previous year. The balance in the Bank to the credit of the School Fund, on 31st March 1886, was R833-2-7.

This school was established in January 1884. On the 1st April 1885, 14 children attended the school; these numbers remained the same up to 31st December 1885. On 31st March 1886, the number had increased to 36. The teaching staff consists of one head mistress on a salary of R100 and an assistant on R15. On the 28th December 1885, the school was examined by the Government Educational Inspector, and his report is very favourable. The grant earned was R136, which, on 12 children presented for examination and these in the lower standards, was very satisfactory.

The school is at present working up to Standards I, II and III, but the children can, if necessary, be taught up to Standard VIII, and also French and Music.

14. In addition to making a liberal grant to the Diocesan and other schools at Naini Tal, St. George's College at Mussoorie, and the High School at Allahabad, the Company aids the parents with advances towards providing an outfit for their children. It also gives a grant of R25 per month to the joint Railway School at Aligarh, attended by 14 children of its employés, and pays the salary at the rate of R45 per month of the school-mistress at the Charbagh Railway School, attended by 18 children.

15. No schools for the Railway employés have yet been organised, but steps are now being taken, in communication with the Collector of Gorakhpur, to get a school established for the European and Eurasian children at that station.

16. The children of Railway employés are educated at different schools, but most of the native children are educated in the Mahboob College, to which institution a monthly contribution of 4 annas for every child of a Railway employé attending the school is made from the Fine Fund. There is no separate Railway school at present, but the question of establishing one is under consideration.

17. The Railway School at Ghadechi has been registered for annual grant-in-aid examinations. The Government grant-in-aid amounts to R115.

During the year estimates amounting to R5,546 have been sanctioned by the Committee of Management for constructing a school with school-mistress, quarters and out-houses for the school.

NATIVE DRIVERS AND SHUNTERS.

18. The following paragraphs extracted from the reports submitted by the Training of Natives as Drivers and Shunters. officers of the several lines concerned give detailed information regarding the progress that is being made on the more important railways in the matter of training Natives as drivers and shunters. An abstract of the total number of men so employed was given in Chapter VI, Part I.

19. On 31st December last a staff of 233 Native drivers and shunters was employed in working goods and ballast trains on the usual sections of the main line, as well as mail and mixed trains on the Gya State line and mixed trains on all the branch lines of the "Undertaking."

Sanction has lately been accorded to Native drivers assisting 800 ton trains between Ásansol and Gidhaur, and working mixed trains between Sutna and Jubbulpore, thus proving that the employment of this class of men is developing.

Daily attendance at the various running shed native adult schools is insisted on for all classes as they can be spared from work, so as to qualify them in reading and understanding the vernacular time-tables, circular orders, and all printed notices issued for the guidance of the Native staff.

With a view to induce Native teachers to take greater interest in their pupils, prizes in money are to be offered at the end of each year, payable out of the school-fees realized, based on the attendance of the scholars and the progress made by them.

The pay of Native drivers employed on branch lines is R21 per month, and on the main line R22-8 to R30 per month. Native shunters receive from R15 to R18 per month.

The following statement shows the saving in the cost of drivers, shunters and firemen's wages effected through the introduction of Native drivers, shunters, and firemen from April 1875:—

Period.	Gross amount.	Net Saving.
From April 1875 to June 1885	R a. p. 38,80,469 5 4	R a. p.
Less amount of good-conduct money and sick leave pay allowed to Native drivers and shunters	R. a. p. 8,870 15 8	...
Less premium paid to Foremen for testing Native drivers	1,952 0 0	38,69,646 5 8
July 1885	45,001 10 4	
August "	41,344 11 3	
September "	46,369 5 1	
October "	45,920 8 9	
November "	46,462 12 7	
December "	43,085 14 5	
Less amount of good-conduct money and sick leave pay allowed to Native drivers and yard shunters during the half year	885 13 11	...
Less premium paid to foremen for testing Native drivers	50 0 0	885 13 11
		2,67,276 0 6
	Total	41,86,922 0 2

20. As shunters, the Natives have given general satisfaction on the different districts; but as drivers, their progress is slow. There was a school at Phulera to teach them, but the running staff has been so steadily employed during the year that it had no time to go to school. In case of necessity some of the shunters are allowed to go out on the main line.

21. Attention is being given to the selection of Natives of intelligence for appointment as second firemen; those already in the service, who appear unlikely to become eventually fit for promotion to first firemen and shunters, will be gradually replaced by men of superior stamp.

The Agent observes that in the present incomplete state of the Company's undertaking, it would be difficult, owing to absence of facilities, to do more than has been done in the employment of Native agency, but that at a later period it may be found expedient to establish classes for teaching the requisite amount of English to enable Natives to qualify as shunters and drivers.

22. The drivers are reported to have, on the whole, given satisfaction, and with a view to give the Foremen a personal interest in training the Native staff, a premium of R25 is allowed for each man trained and certified after examination as fit for promotion to the post of driver.

The pay of Native drivers and shunters on this line varies from R20 to 38 and R16 to 30 respectively.

23. The whole of the branches of this line, both broad and metre gauge, were worked by Native drivers during 1885.

The whole of the shunters and firemen were Natives, and European drivers were only employed in working trains on the main line between Lahore and Peshawar. The proportion of Native to European drivers on the line on the 31st December 1885 was 1 to 2, the same as at the close of the previous year.

Schools, with Native school-masters in charge, are established at the Engine changing stations of Rawalpindi, Jhelum, Wazirabad, and Lala Musa for the instruction of Native drivers, shunters and firemen in English. The attendance of drivers at these schools is fairly satisfactory, being a daily average of 5.37 out of a total strength of 20; the attendance of the firemen and cleaners is 37.45 out of a total strength of 143.

The general results of the employment of Natives as drivers, shunters, and firemen continue to be satisfactory.

The pay of drivers varies from R33 to R42, and that of the shunters is R22 per month, with the exception of two men who get R24 each.

24. In the year 1884 night shed schools existed at Sukkur and Jacobabad Engine changing stations for the tuition of the Native running staff.

During the year under review additional classes were started and kept up at Reti, Radhan and Kotri with fair average attendance.

A revised set of rules for the Native running staff was issued during the year under report. These rules, it is hoped, will be better appreciated by the men, as they are brought on from daily to monthly wages on incremental scale with slightly increased rates in pay and overtime. The rules are also calculated to encourage the staff to greater economy in the consumption of fuel.

The pay of the drivers is R30 to R45 and that of the shunters R22-8 to R25.

25. There has not been a great increase during the past two years, as the staff has been sufficient for local and goods trains; one additional driver was

put on to work the 2nd train on the Hajepore Branch.

There are two firemen fit to promote to shunters when the time comes, and in the event of more goods drivers being required, one of these men will be put into the place of the shunter who would be promoted.

All trains on the Hajeeapore Branch are worked with Native drivers since it was opened, and the work has been done satisfactorily.

No alteration has been made during the year in the mode of training men to become drivers; the old rule of promotion from cleaners to shunters and drivers, after the men have been carefully examined as to their competency, has been maintained.

Some improvement has been made during the year by most of them in regard to saving coal and oil, which, as a rule, they do not excel in, but now as they are beginning to find out that money can be made by saving, they are all doing their best to do so.

Seven failures of engines in charge of natives have taken place during the year, but none of them were very serious.

The work of these men has been very satisfactory and no efforts have been spared to encourage and teach them.

The pay allowed is for drivers R26 and R31, and for shunters R15 and R20.

26. On the Northern Bengal State Railway, the Rungpore and Dinagepore

Northern Bengal.

Branches have been worked entirely by Native drivers; they have also been employed in working goods trains on the main line and shunting at Siliguri, Saidpur, and Sara. The Kaunia-Dharila Railway has been worked entirely by native drivers as in previous years. The men engaged on train duty are all old enginemen, and do their work well as long as all goes right with their engines.

The shunters are of an indifferent class, and these again are mostly old servants; at present there is not a man on the line amongst the Native firemen who is competent to do shunter's work. The pay given to native firemen and khalasees is not sufficient to keep them on the line, and great inconvenience is experienced in getting competent men.

Mostly all the goods and passenger trains run at night, and the engine menial staff, who suffer greatly from fever and cold in the winter months, leave in numbers at this time of the year.

Natives have to work 10 hours daily, before earning overtime, at 21 to 40 rupees a month.

Natives are not paid any night or day allowance, Europeans get annas 8, 12, or R1½.

A night school, as heretofore, has been maintained at Saidpur, and two teachers are employed to teach Bengali and Hindi. The average daily attendance has been 29·6.

The pay allowed to native drivers and shunters is R21 to R40 and R18 to R20, respectively.

27. The Manager's report to the Government of the North-Western Prov-

Cawnpore-Achnera.

inces and Oudh, which is a summary of the detailed report by the Locomotive Superintendent, runs as follows :—

* * * * *

One Bengali who has been trained on the line has been put to work during the year as a driver for Branch Trains, and promises to make a good driver. He has had a good education before coming to the Line.

Two boys from the schools have become khalasees.

Forty boys of from 10 to 16 years are at the schools.

The Native drivers already in services will not attend school, excusing themselves on account of work.

Two drivers were prosecuted and punished for causing serious accidents, and one shunter and a fireman for burning tubes.

One great drawback to the employment of Native drivers is their ignorance of English. They cannot read the "Lines clear" and are dependent on guards to tell them if there are cautions, &c., to be attended to.

The difficulty of getting boys who have been taught a certain amount of English to keep up their knowledge and attend school after hours, when they are employed as cleaners and khalasees, is noticed by the Locomotive Superintendent, and on a small line where there are no spare men, and when all have to work as many hours and as many days as possible, this must be a difficulty always.

The pay allowed is R15 to R35 for drivers and R15 to R28 for shunters.

28. The employment of Natives as drivers and shunters is, on the whole, favourably reported on by the Locomotive and Carriage Superintendent, the system of training followed being the same as previously reported.

The pay of drivers is R25 to R100 and that of shunters R11 to R40. There are two Parsee drivers, one of whom is allowed R100 and the other R50.

29. The Locomotive Superintendent in his report to the Manager states as follows :—

Burma

During the year 1885 we had on this line as follows :—

	Drivers.	Shunters.
1st half	9	5
2nd half	14	6

This compared with 1884 shows an increase—

1st half	1	<i>Nil.</i>
2nd half	6	1

All of the increase was made from men trained on the line.

The result of the change in men has been a steady fall in the cost of wages and overtime as follows :—

	1st half.	2nd half
1883 cost of wages and overtime per train-mile	2.19	2.29
1884 ditto ditto ditto	2.16	2.19
1885 ditto ditto ditto	1.85	1.70

In connection with this question the consumption of coal has been very carefully watched and the result has been most gratifying, as we find that there has not been any increase, as follows :—

	Fuel consumed per 1,000 gross ton-miles. lbs
1st half, 1883, no native drivers	131.17
2nd ditto ditto	162.75
1st half, 1884, ditto	134.72
2nd ditto, six ditto	133.81
1st half, 1885, nine ditto	119.79
* * * * *	

From the records kept, there does not appear to be anything in special favour of the Europeans. Natives appear to have transgressed more in the matter of losing small tools than the Europeans, and in cases of detention there is nothing to choose between them so far.

In the matter of detentions it may be mentioned that there are only two trains on this line run by Europeans at night, the up and down mail, and the majority of the goods trains which are worked by Natives and are loaded between 40 and 60 vehicles are run at night, and the time kept by them generally is, in my opinion, very good.

Generally the engines are in as good repair for the mileage run as they would have been had they been worked by the average European drivers obtainable in this country, and so far I am of opinion that they will not require to come to the works for repair any sooner *than* is usual.

In conclusion I can state that the change has been favourable and economical; in addition to this there has not been anything like the number of reports of general irregularities; and the fact that we fill half the number of drivers' appointments with Natives and half with Europeans seems to act in every way satisfactorily as it keeps both classes in order.

The salaries given to Native drivers and shunters are R50 to R60 and R25 to R30 respectively.

30. Natives of good physique and possessing a fair knowledge of English are sent out as second firemen on the engines
Madras. to pick up their trade, and as soon as they are fit, they are promoted respectively to first firemen, shunters, and drivers. A moonshee is also provided at Madras to teach those of the old and experienced Native firemen who already know a little English, so that they might learn enough English to understand the time-table and usual telegrams, and thus render themselves fit for promotion.

The following table shows the number of men of each grade in employ, and the rates of pay on the 31st December for the last four-and-half years, that is, for the whole period since decided efforts have been made to create a staff of Native drivers :—

	ON 31ST DECEMBER 1881.		ON 31ST DECEMBER 1882.		ON 31ST DECEMBER 1883.		ON 31ST DECEMBER 1884.		ON 31ST DECEMBER 1885.	
	Number of men.	Rate of pay per day.	Number of men.	Rate of pay per day.	Number of men.	Rate of pay per day.	Number of men.	Rate of pay per day.	Number of men.	Rate of pay per day.
Drivers	2	R 1 2 to 1 4	1	R 1 8	2	R 1 4 to 1 8	3	R 1 0 to 1 14	7	R 0 14 to 1 14
Shunters	2	1 2 to 1 4	3	0 12 to 1 2	4	0 12 to 1 2	5	0 12 to 1 2	3	0 9 to 1 2

During the year 1885, 32 English-speaking natives were engaged specially with a view to their being trained as drivers. Of these—

- 3 lost heart at the last moment and failed to join.
- 1 absconded after doing two days' work.
- 9 absconded within a month.
- 4 resigned after working a month.
- 1 resigned after working two months.

31. The system pursued for training Native lads has been the same as in South Indian. previous years.

The pay of drivers ranges from R20 to R35, and that of shunters from R12 to R19.

32. The Locomotive Superintendent states that the system of training followed has undergone no change since the submission of the report for the previous year. It will be seen from the following table that there has been a good increase in the number employed :—

										1884.	1885.
Drivers	:	:	:	:	:	:	:	:	:	87	100
Shunters	:	:	:	:	:	:	:	:	:	...	...
										87	100

The pay of the drivers ranges from R80 to R140, with the exception of a few special cases in which Parsee drivers of many years' service are allowed R200.

Bombay, Baroda and Central India.

33. In his report to the Agent, the Locomotive Superintendent states as follows :—

I had a number of men trained beforehand, and on the receipt of 25 additional engines, the whole of this number of Natives were promoted to take charge of engines, making the greater part of the increase from 44 in 1885 to 70 in 1886.

The number of firemen and cleaners (men under training) has fallen off, by the promotion of the others, from 60 to 45. There is no immediate necessity for filling up all these places, but it will be done in course of time.

34. At the end of last year, there were 41 Native drivers and 41 shunters on this line, there being an increase of 7 drivers over 1884, and since the opening of the line to Saharanpur there has been a further increase. Most of them gave every satisfaction, and did excellent work during the year.

Oudh and Rohilkhand.

The whole of the Ballast trains, 75 per cent. of the Goods trains, and the Passenger trains on branches have been worked by Native drivers, and all the shunting has been done by Native shunters.

Their education is progressing well, the schools have been fairly attended by the younger hands, and as every encouragement is given them, the results will, it is hoped, be satisfactory.

The pay of drivers varies from annas 12 to rupees 1-4, and that of shunters from annas 8 to annas 9-6 per diem.

35. The following table gives the total staff employed in connection with the train service arranged to allow of comparison with European staff. It is taken back to January 1881, the date of the circular, from which date the measure practically commenced on this line :—

Late Sind, Punjab and Delhi.

	1881.	1882.	1883.	1884.	1885.
European Drivers . . .	72	63	59	51	65
„ Shunters . . .	3	3	3	4	5
„ Firemen . . .	32	12	4	3	12
Eurasian Drivers . . .	21	18	15	16	19
„ Shunters . . .	3	3	3	2	2
„ Firemen . . .	15	6	4	3	3
	146	105	88	82	106
Native Drivers . . .	3	10	30	41	49
„ Shunters . . .	37	36	27	36	41
„ Firemen . . .	205	229	299	320	336
„ Cleaners and others .	295	272	280	335	365
	540	547	636	732	791
Total . . .	686	652	724	814	897

The staff may now be considered to have settled down; and although Native enginemen are steadily multiplying and increasing in skill, no startling disturbance in the relative proportion must be expected until the Native constituent has been allowed time to improve.

Schools have received attention, and the position of these institutions is summarised in the table below :—

	1882.		1883.		1884.		1885.	
	No. on Roll.	Average daily attendance.	No. on Roll.	Average daily attendance.	No. on Roll.	Average daily attendance.	No. on Roll.	Average daily attendance.
Average for the year . . .	115	87	198	78	429	209	541	281

Educational Standing.

	1882.	1883.	1884.	1885
Number of men who can read English well .	..	..	41	65
Do. do. do. little .	8	36	34	84
Do. who are learning English .		10	325	360
Do. do. do. vernacular .	35	32	63	51

In addition to the recorded results, it is found that a large number of children belonging to the workmen attend these schools and show remarkable aptitude in learning, and a number of them eventually join the service as cleaners and apprentices, and in time Government will reap the benefit of the measure.

The practice of giving the running shed Foremen a small bonus for each man trained and kept successfully running works well; it stimulates the supervising staff to a greater interest in the men.

Nothing remarkable has taken place either in the working or general condition of the staff. The principle on which these men are paid differs altogether from that which pertains elsewhere. It is to give a subsistence or retaining salary to place the man at the beck and call of the Company, and to pay extra for all work actually performed on the road.

The following are the rates of wages for Native Drivers, Shunters and Firemen —

Driver	Shunter	Fireman
SUBSISTENCE PAY— For 1st year, 9 annas per day 2nd , 10 " " 3rd , 11 " " 4th 12 , " 5th 13 , " 6th , 14 , " 7th 15 , " 8th 16 , "	SUBSISTENCE PAY— For 1st year, 6 annas per day 2nd , 6 " " 3rd , 7 " " 4th 7 " " 5th 8 " " 6th 8 1/2 " "	SUBSISTENCE PAY— For 1st 2 years, 3 1/2 annas per day 3rd , 4 " " 4th , 4 1/2 " " 5th , 5 " " 6th 5 1/2 " "

The effect of Native enginemen's working may be estimated by the cost of wages per train mile, which for the five years, 1881 to 1885, was—

	a.	p.
In 1881	1	11.55 per train mile
„ 1882	1	10.75 „ „
„ 1883	1	7.58 „ „
„ 1884	1	7.25 „ „
„ 1885	1	6.62 „ „

Taking the difference between the first and last, or 4.96 pie, multiplied by the total train mileage (3,479,007) of the past year, and the considerable sum of Rs9,874 may be fairly put down as saving for the one year 1885 alone by the substitution of Native for European labour under this head.

The conduct of the staff during the year was excellent.

36. There are no Native drivers. Three firemen were promoted to shunters during the year; they sometimes do the work of drivers.
Bengal and North-Western.

FINE FUNDS.

37. The following statement shows the transactions of the Fine Funds on the several State Railways for the year 1885-86, and the paragraphs below review the salient points in their working :—

RAILWAYS	RECEIPTS				EXPENDITURE			Balance at the end of 1885-86
	Balance on the 1st April 1886	Fines	Interest	Total	Disbursements	Refunds	Total	
STATE IMPERIAL	R a p	R a p	R a p	R a p	R a p	R a p	R a p	R a p
Imperial Milwa	12,507 12 6	12,002 0 10	112 5 1	21,732 2 7	13,175 7 7	94 8 11	13,570 0 6	11,162 1 11
North Western	2,830 4 1 (a)	3,759 1 5	78 12 8 (f)	6,687 2 5	1,445 5 0	120 7 2	3,481 12 2	2,115 6 3
Eastern Bengal	612 15 4 (a)	1,027 5 11	(b)	1,510 3 3	1,105 0 5	316 14 0	1,421 14 5	118 6 10
Wardha Coal								
STATE PROVINCIAL								
Nalhati	386 11 5	39 4 9	12 10 6	438 10 8	167 5 10	4 0 0	171 5 10	2 7 4 10
Tinhat	207 4 0 7	1,151 13 11	61 1 3	3,299 15 11	1,787 14 0	20 11 0	1,808 5 0	1,111 6 11
Northern Bengal	1,608 11 3	1,828 5 3	36 10 3	3,111 10 9	1,486 6 3	28 8 0	1,714 14 3	1,776 12 6
Dacca	9 4 0	459 10 3	5 5 3	474 3 6	300 0 0	4 14 0	304 14 0	16 5 6
Cawnpore-Achmeia	1,777 15 2 (d)	1,781 11 7	83 7 4	3,438 2 1	701 0 10	31 11 9	732 15 7	2,630 2 1
Nagpur Chhattisgarh	247 8 3 (a)	1,172 3 0 (c)	(f)	1,150 11 3	1,212 0 0	43 4 3	1,255 13 3	203 14 0
Purna	1,066 12 0 (a)	1,462 1 3	(b)	2,518 13 3	2,301 12 6	23 13 9	2,325 10 3	212 3 0
Tinhat	13 11 0	43 12 10	(b)	63 7 10				63 7 10
NATIVE STATES								
Bhavnagar-Gondal	1,952 2 2	1,380 10 8	37 15 4	2,770 12 2	1,601 5 0	6 0 0	1,607 5 0	1,163 7 2
Mysore	280 4 0	233 12 0	6 5 0	520 5 0	183 5 1	28 0 0	212 5 1	307 15 2
TOTAL	21,789 0 0	26,152 13 8	300 8 10	51,470 6 6	28,381 7 6	723 15 10	29,705 7 4	21,714 15 2

(a) Includes interest for 1884-85

(b) Interest not yet passed for 1886-86

(c) Includes interest for 1885-86

38. The expenditure of the year is made up of—

	R a p
Disbursements	28,981 7 6
Refunds	723 15 10

Some details of the former are given in the following statement :—

RAILWAYS	Hospitals, and employees	Compensation allowances to widows of employees	Schools	Institutes, Reading rooms and Libraries	Railway Gardens	Sports	Volunteers	Miscellaneous
	R	R	R	R	R	R	R	R
North-Western	.	657	4,481	2,160	..	130	1,098	4,960
Eastern Bengal	.	1,300	92	2,206	..	100	750	..
Wardha Coal	.	.	.	262	813	..	..	..
Nalhati	28	.	40	90	.	..	..	..
Tinhat	(a) 361	..	119	297	.	780	200	..
Northern Bengal	69	..	1,367	100	.	150	..	..
Dacca	.	..	.	300	..	..	..	..
Cawnpore-Achmeia	.	..	231	170	..	..	..	..
Nagpur Chhattisgarh	200	45	204	158	205	100	..	..
Burma	.	..	.	240	210	1,327	500	..
Bhavnagar-Gondal	.	.	17	400	100	..	..	1,054
Mysore	.	.	89	100	..	.	..	..

(a) Includes Miscellaneous expenditure.

39. In accordance with the wishes of the Government of India, the funds generally have been utilized for the benefit of the employes and their families.

40. On the North-Western Railway the receipts shown under "Fines" include R320, being re-payment of loans given to the Sukkur and Khanpur institutes, R4,467-7 being balance of Fine Fund of the late Sind, Punjab and Delhi Railway on 31st December 1885, R812-15-3 on account of forfeiture of bonus credited to the Fund, and R386-6 derived from miscellaneous sources.

Among the principal items of expenditure it may be mentioned that of the sum of R4,960 expended for "Miscellaneous" purposes on the North-Western Railway, R2,090 represent the cost of providing quarters for menials at the Rawalpindi Workshops, R1,274 the cost of 416 blankets distributed to the

menial staff, and R1,000 an advance made to the Mussoorie School.

41. Of the sum of R1,300 expended by the Eastern Bengal Railway under
 Eastern Bengal. "Compassionate allowances to widows of
 employés," R1,000 were paid to the

widow of the late Driver Morgan, who was killed in the Aranghâta accident, and R300 as a special bonus to the widow of an employé of the Engineering Department. A sum of R2,206 was expended from the funds of the same line for improving the institute.

42. On the Wardha Coal State Railway, an amount of R843 was spent in
 Wardha Coal. stocking and maintaining the railway
 garden at Warora, the produce of this

garden being open for sale at a nominal price to the employés of all ranks, European and Native.

43. Rupees 1,327 contributed to sports from the funds of the Burma
 Burma. State Railway, includes R1,001 expended
 Cawnpore-Achnera. on the purchase of boxes, almirahs, &c.,
 for the Railway Gymkhanas, and R300 on the sports at Insein.

The Fine Funds of the Cawnpore-Achnera and Burma Railways provide the pay of School-masters for the Locomotive Workshop Schools at Cawnpore and Fatehgarh, subscription to the Railway Institutes at Kásganj and Cawnpore, contribution to Insein garden, and salary of the Librarian at Letpadan.

PROVIDENT FUNDS.

44. A summary of the various Provident Funds was given in Chapter VI,
 Late Indus Valley. Part I. The following statement is inter-
 esting as showing the progress of one of

these funds on an important State line—the late Indus Valley Railway.

The contributions from revenue as bonus on compulsory deposits have been as under :—

Half-year ended	Amount.			Limit by which contribution was regulated.	Percentage on compulsory deposits.
	R	a.	p.		
30th June 1881 .	2,461	0	0	½ per cent.	19·07
31st December 1881 .	2,455	0	0		26·13
30th June 1882 .	3,415	6	0		25·03
31st December 1882 .	4,504	12	6		29·86
30th June 1883 .	9,508	13	9		60·94
31st December 1883 .	6,665	2	9		38·50
30th June 1884 .	8,193	0	0		43·00
Additional .	6,543	3	8	Additional half per cent. to non-pensionable members only.	50·00
31st December 1884 .	10,389	7	5	Half per cent.	51·00
30th June 1885 .	31,123	1	10	In terms of Clauses IV, V, and VI of paragraph 2 of the general rules, printed as appendix G. to P. W. D. Code, Vol. IV.	67·49 to pensionable superior staff; 100·00 to non-pensionable superior staff and pensionable and non-pensionable subordinate staff.
Additional .	8,323	3	9	Additional half per cent. to non-pensionable members only according to old rules.	50·00
31st December 1885 .	24,158	11	6	In terms of clauses IV, V and VI of paragraph 2 of the general rules printed as appendix G to P. W. D. Code, Vol. IV.	61·54 to pensionable superior staff. 100·00 to non-pensionable superior and pensionable and non-pensionable sub-staff.

45. The number of subscribers to the Provident Fund, on the 31st December 1885, was 6,243, as compared with 6,110 on the 31st December 1884.

East Indian.

The total subscriptions amounted to ₹4,12,816 against ₹4,16,530 in 1884.

The amount standing at the credit of the subscribers at the end of the year was ₹53,33,419.

The amount contributed by the Undertaking for the year was ₹3,04,000. A bonus at the rate of cent. per cent. was credited on all compulsory deposits and at ₹32-14 annas per cent. on voluntary subscriptions; the interest realized from investments allowed of a dividend of ₹1-15 per cent. on the balances at credit of the members at the end of the 1st half-year, and a dividend of ₹2 per cent. on the balances at the end of the 2nd half-year.

The valuation of the securities held by the institution on the 30th of June 1884, at their market value, resulted in a net loss of ₹59,017-11 or ₹1-2 per cent. on members' balances. There was, however, a net gain on valuation on the 31st December of ₹1,38,505, which has been credited at ₹2-10 on members' balances. So that, taking the two half-years together, the net gain has been ₹1-8.

CHAPTER III.

STORES—ROLLING STOCK.

STORES.

THE rate of exchange on payments made in England through the agency of the India Office for State Railway Stores, has hitherto been calculated at 2 shillings for the rupee ; but the Secretary of State having recently decided that all such payments are to be brought on the accounts of State Railways at a rate which shall represent the true exchange value in rupees, the Government of India has ruled that, from 1st April 1886, an average rate of exchange will be published at the commencement of each year, to be subsequently adjusted when the actual rate is determined from the transactions of the year.

2. During 1885-86, the expenditure incurred in England on stores for "Imperial," "Provincial," and "Frontier" State Railways amounted to £1,788,185, and for the same year the India Office General Charges in connection with these stores were £10,584.

Against these General Charges, which, it will be seen, represent a little more than $\frac{1}{2}$ per cent. on the outlay incurred, the equivalent to £3,079 has been realised in India in the shape of departmental charges levied on stores supplied to other than Government undertakings, and the balance (10,584—3,079=) £7,505, is distributable over the several "Imperial," "Provincial," and "Frontier" Railways in the proportions of value of English stores supplied to each line during the year.

3. The table on pages 26 and 27 gives an abstract of the stores transactions of the several Indian Railways for 1885.

As far as the information available shows, an amount of R5,19,90,241 was locked up in stores on the Indian Railways at the end of 1885.

1. The expenditure on Revenue Account, in connection with the safe custody, receipt and issue of stores in the depôts under the General Store Department, and the cost of the store establishments in the Chief Store-keeper's office, together with the Store Accounts establishment and inspection fees paid in England, amounted during the year to R1,60,703-9 against R1,72,079-15-6 for 1884, being a decrease of about R12,000.

The value of the stores at the Howrah and Khána depôts, on the 31st March 1886 was as follows :—

	R
At Howrah	6,62,151
„ Khána	35,717
Total	<u>6,97,868</u>

During the year 13 depôts have been in charge of the Engineering Department, and the value of the stores at these depôts, on the 31st of March 1886, was R29,29,814. This sum includes stores belonging to the Hooghly Bridge amounting to R7,54,116.

The value of the stores, exclusive of coal and coke at the three depôts in charge of the Locomotive Department at Jamalpur, Allahabad and Manauri was, on the 31st March 1886, R15,73,411. In addition to the above, a depôt under charge of the Carriage and Wagon Department was maintained at Howrah, and the value of its stores on the 31st March 1886 was R4,66,983.

The following statement exhibits the stores transactions for the year 1885:—

HEADS OF ACCOUNTS	Balance on 31st December 1884	Stores added to stock during 1885	Total.	Stores Issued during 1885	Balance on 31st December 1885
	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>
General stores	19,89,819 1 4	68,01,003 10 2	87,90,822 11 6	76,02,927 0 9	11,87,395 10 9
Detail stores					
Carriage and wagon	8,84,719 9 4	16,02,086 11 6	24,86,806 4 10	19,00,061 10 8	5,86,744 10 2
Locomotive	12,91,432 15 4	34,70,424 15 5	47,61,857 14 9	30,05,327 0 4	17,56,530 14 5
Colliery	1,28,295 11 0	8,64,855 13 5	9,93,151 8 5	8,63,198 14 7	1,29,952 9 10
Engineering	27,69,724 3 10	69,45,259 1 7	97,14,983 5 5	67,80,020 9 0	29,34,962 12 5
Hooghly Bridge	1,20,177 11 5	6,48,723 11 10	7,68,901 7 3	6,03,941 11 6	1,64,959 11 9
TOTAL DETAIL STORES.	51,94,350 2 11	1,35,31,350 5 9	1,87,25,700 8 8	1,31,52,549 14 1	55,73,150 10 7
Locomotive coal and coke accounts	75,384 4 7	4,73,945 0 0	5,49,329 4 7	4,75,783 0 6	73,546 4 1
Stationery stores	1,04,783 4 9	2,98,155 7 0	4,02,938 11 9	3,32,343 10 2	70,595 1 7
Workshop manufacture and suspense	2,59,100 5 2	25,80,993 15 0	28,40,094 4 2	26,78,137 3 1	1,61,957 1 1
London stores	9,97,739 0 6	47,49,772 0 1	57,47,511 0 7	53,02,490 1 10	4,45,020 14 9
Sales account	1,40,021 12 0	21,49,640 11 7	22,89,662 7 7	22,08,203 6 7	81,459 1 0
TOTAL	15,77,028 11 0	1,02,52,507 1 8	1,18,29,535 12 8	1,09,96,957 6 2	8,32,578 6 6
GRAND TOTAL	87,60,697 15 3	3,05,84,861 1 7	3,93,43,559 0 10	3,17,52,434 5 0	75,93,124 11 10
Less credit purchase account	Cr. 1,90,169 3 7	19,60,078 3 7	17,69,909 0 0	19,30,189 12 6	Cr. 1,60,280 12 6
NET TOTAL	85,70,528 11 8	3,25,44,939 5 2	4,11,15,468 0 10	3,36,82,624 1 6	74,32,843 15 4

From the above statement it will be seen that the issues have exceeded the receipts by ₹11,37,685.

Returned Stores, 1885.

PARTICULARS	BY WHOM RETURNED AND VALUE.			TOTAL
	Engineering Department.	Locomotive Department.	Carriage and Wagon Department.	
	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>
Serviceable	6,71,873 10 6	2,94,438 0 5	<i>Nil.</i>	9,66,311 10 11
Unserviceable	1,83,312 4 6	1,22,472 6 2	3,480 14 3	3,09,265 8 11
TOTAL	8,55,185 15 0	4,16,910 6 7	3,480 14 3	12,75,577 3 10

Surplus Stores belonging to Government.—The value of these surplus stores remaining in the custody of the East Indian Railway was as follows:—

On 31st December 1885—

	₹
Locomotive Department	78,819
Carriage and Wagon Department.	7,523

On 30th September 1885—

Engineering Department	5,53,401
------------------------	----------

5. The verification of the Khandwa and Sábarmati depôts and of the Locomotive stores at Ajmere was completed during the year, and the result, as reported

by the Auditor at the latter station, was an excess of ₹3,82,791 over the balance at debit of Stores as shown in the general books on the 31st December 1884. Of this total excess a sum of ₹1,45,623 was in General Stores, and the balance of ₹2,37,168 in Locomotive Stores. The former is being gradually

diminished, a portion of it having already been adjusted partly by reducing rates where they appeared high, and partly by credits to works which had previously been overcharged. The difference remaining unadjusted at end of 1885 was R1,22,406, which, it is believed, will soon be absorbed, as the prices of surplus stores are being revised. The whole of the excess in Locomotive stores, *viz.*, R2,37,168, remains to be adjusted. Of this excess it has been proposed to retain R1,50,000 to cover depreciation on surplus stores and to credit the balance to the head Rolling Stock, the Verification Committee attributing the excess partly to overcharges on materials issued to the Locomotive and Carriage and Wagon Departments. The necessary adjustments will be made on receipt of the requisite sanction.

6. The debits and credits during the calendar year 1885 relating to the stores in stock and in transit amounted to R1,28,60,242 and R1,25,29,913, respectively, the net result being an increase of R3,30,329 in the balance at debit of the Suspense heads under Stores.

The principal items included in the stores balance at 31st December 1885 are shown below, with the approximate values:—

	R
Bridge work	30,000
Permanent-way	10,41,000
Rolling stock	11,26,000
Station materials and fencing	1,79,000
Stationery and forms	37,000

The equivalent value in Indian currency of the payments made in England during 1885 on account of stores amounted to R27,01,187, the bulk of the payments having been made for supplies of Permanent-way Materials, Rolling Stock, Workshop Plant, and Machinery.

During the year the whole of the stores in stock in the Company's store-yards (excluding only the small stock of stores of the West Deccan line for which the book figures of the Stores Department were taken as a temporary arrangement), were for the first time verified. The work has recently been completed, and shows generally a favourable result as regards the value of stores on hand, compared with the balance at debit of stores in the Company's books.

7. There is nothing of importance to note beyond stating that surplus stores to the extent of R31,487 were disposed of.

The following were the principal items in stock on 31st December 1885:—

	R
Bridge work	1,77,290
Engineer's plant	18,231
Ballast and permanent-way	91,674
Locomotive engines and fittings	1,39,236
Coaching and goods stock and fittings	1,26,862
Station material and fencing	22,987
Fuel	1,00,831
Timber	44,395
Sundry stores	3,43,098
TOTAL	10,64,604

8. The verification of stores was re-commenced on the 20th October 1885, and was nearly completed on 31st March 1886.

The Locomotive Sub-Depot stores at the engine changing stations were handed over to the Locomotive Department during the year under review, and also the wood fuel stock on the Northern Section. The stock of wood fuel and

coal on the Southern and Jacobabad sections is still in the custody of the Stores Department.

The balance of stores on the Indus Valley State Railway on the 31st December 1885 shows a decrease of R2,23,743, as compared with 1884, due to the transfer of stores valued at R66,704 in the Sibi Depôt to the Sind-Pishin State Railway, and to the issue from time to time of other stores to the Bolan and Sind-Sagar State Railways and to the Ferozepore Bridge.

The value of stores held by Executive Engineers as reserve material and by the Locomotive Department in Locomotive Stores Depôts on 31st December 1885, was as follows :—

	R
Executive Engineer, Northern Division	2,77,168
" Southern "	66,491
" Jacobabad "	59,560
Locomotive Depôt Stores	4,74,096
TOTAL	8,77,315

9. The balance on 31st December 1885 amounted to R43,63,870, details of which are given in the following table :—

Late Sind, Punjab and Delhi.

	New and good Stores.	Stores which have been used but are still serviceable.	Old, obsolete, and useless, set aside for sale.	TOTAL.
Stock on General Stores Ledger	16,23,343	2,56,215	12,922	18,92,480
Timber and Locomotive Petty Stores 4,53,472	4,66,920	1,54,094	...	6,21,014
Fuel 1,67,542				
Engineer's Imprest	10,27,347	4,21,113	...	14,48,460
Stationery, Printing paper, &c.	49,561	...	...	49,561
Departmental Manufactory account.	63,442	...	...	63,442
Stores in sea transit, from England.	2,88,913	...	...	2,88,913
TOTAL	35,19,526	8,31,422	12,922	43,63,870
		8,44,344		

A verification of stock was begun by an officer of the State Railway Stores Department in October and completed subsequently to the acquisition of the line by the State. A considerable number of excesses and deficiencies under various heads were found, but trifling in amount, and it is expected that when the balance has been finally worked out a slight net excess will be shown.

The approximate value of stores stock taken over by the North Western Railway on 1st January 1886 was as follows :—

	R
P. N. S. Ry.	10,64,604
S. P. & D. Ry.	43,63,870
L. V. S. Ry.	24,41,919
	78,70,393

10. The transactions of the year 1885 closed with a balance of R9,55,887, being an increase of R6,25,053 over the opening balance.

Eastern Bengal.

Several issues to other railways were made from the surplus list of plant and stores. The bulk of the old plant and construction stores, taken over

with the Calcutta and South-Eastern Railway, were condemned by Committee, and were ordered for auction sale.

11. At the end of the calendar year 1885, the following store depôts were in existence :—

Tirhoot.

1. One main depôt at Samastipur.
2. One sub-depôt at Jhanjharpur for the Kosi Extension.
3. Ditto at Hajepore for the Gunduk Bridge.

The depôts at Mozufferpore and Mokameh Ghât have been abolished.

The balance of stores at the end of December 1885 amounted to R10,22,357, and the details of this amount are given below :—

	R
Bridge work	72,682
Engineers' plant	16,222
Workshop machinery and heavy tools	6,330
Ballast and permanent-way	5,11,770
Rolling stock—Locomotive	45,912
Ditto— Coaching and Goods stock	42,360
Station materials and fencing	84,091
Tools	12,866
Hardware, copper, tin-zinc and zincware	16,748
Lamp and lamp fittings	7,066
Leather and India-rubber goods	8,709
Metals	46,618
Painters' stores	6,580
Timber	13,778
Fuel	10,003
Miscellaneous	1,02,626
Stores in transit	17,996
TOTAL	10,22,357

This would have been largely reduced if more money had been available in time for pushing on the Kosi Extension.

12. The value of stores in stock on the 31st December 1885 was R5,75,878 against R7,48,755 at the close of the previous year. The value of the surplus stores which were sold and transferred during the year 1885 was R8,447, and the sum of R7,079 was written off on account of loss by sale of stores and for reduction of price owing to deterioration.

Northern Bengal.

13. The value of stores in hand on 31st December 1885 was R2,14,183. They are composed of the following :—

Dacca.

	R
Bridge work	5,373
Engineers' plant	11,723
Workshop machinery, &c.	8,733
Ballast and permanent-way	13,217
Rolling stock	72,800
Station material and fencing	69,992
Tools and stores	32,345
TOTAL	2,14,183

14. The Stores department is administered from Rangoon. Certain stores are obtained locally under contracts given annually. Others are procured through the Secretary of State in accordance with present orders, and these are shipped direct to Rangoon.

Burma.

The value of the stores in hand at the end of the calendar year was R7,06,625.

15. During the calendar year, 32,426 tons of stores and materials, valued at £94,476, were shipped to India in 30 Madras. consignments, besides which 9,770 tons of coal and coke were forwarded from England at an average cost, at port of delivery, of £1-9-2 per ton.

At the close of 1885 the balance of stores in hand was R28,30,932 as against the balance at close of 1884 of R23,71,591, showing an increase of R4,59,341 due to the receipt of stores from England for the Calicut extension, and the renovation of the Pennér and Pálár bridges.

The following are the details of the value of stores in hand :—

	R
General stores	7,95,538
Locomotive stores	11,42,727
Engineering stores	5,91,841
Materials lost accounts	6,249
Stores in transit	2,94,577
TOTAL	28,30,932

16. During the calendar year stores and materials, amounting to 14,602 tons, valued at £110,453, were shipped to India in 25 consignments, besides which 7,750 tons of coal were forwarded from England and 16,023 tons were obtained from Australia at an average cost, at port of delivery, of £1-3-11 per ton.

At the close of 1885, the balance of stores in hand was R26,75,972 as against the balance at close of 1884 of R21,92,116, showing an increase of R4,83,856 due to heavy purchases of girders and bridge-work made in England to replace the damages of November and December 1884.

The following are the details of the value of stores in hand, no limit having been yet fixed by the Government of India :—

	R
General stores	15,28,346
Engineering workshops	15,770
Carriage and wagon shops	3,06,055
Manufactures	17,493
Permanent-way stores	5,09,540
Stores in transit	2,98,409
Materials missing	359
TOTAL	26,75,972

17. The stores transactions during the calendar year 1885 are summarised in the table on pages 26 and 27.

There has been an increase of R20,24,643 in the amount of Capital locked up in stores at the close of the past year. The limit of R63 lakhs provisionally assigned for this purpose has therefore been largely exceeded. This has resulted partly from the increased value of material received from England and partly from the smaller issues of stores for Capital works. Among the English items may be mentioned the permanent-way material which is now in hand for the work of doubling the line from Bhusával to Khandwa and Shegaon, and certain locomotive engines obtained on sanctioned indents which are in process of erection, but have not yet been placed on the line, and were still held as reserve stock on the last day of the year under report. These engines and material, which were obtained against specific sanctions, will doubtless shortly be issued to the debit of the Company's Construction Accounts, and will thus tend to reduce the balance of stores in stock which stood at so high a figure at close of the past year.

During the past year considerable progress has been made in the work of reconciling the actual with the recorded quantities and values; the Miscellane-

ous Suspense Accounts previously existing in the Stores books have all been duly closed in accordance with the recommendations of the Committee, which some time ago was appointed to consider the matter; and the only account now waiting for final adjustment is the general one of Profit and Loss, which at the close of the year showed a credit balance of Rs30,550. Including this the total value of stores in hand and in transit on 31st December 1885 amounted to Rs92,74,205.

The principal articles in the Company's General Stores Depot were:—

	R
Permanent-way materials	26,86,077
Station materials	2,73,917
Bridge work and fittings	1,18,066
Fuel	5,23,706
Stationery	1,11,023
Engines, Locomotive, &c., with accessories	8,91,706
Rolling stock	8,02,153
Metals	7,80,241
Timber, which consists wholly of 982 tons of Moulmein teak, valued at	97,368

18. The net result of the stores transactions for 1885 was an increase of Rs2,78,348 in the amount of Capital provisionally locked up in stores which at the close of the year stood at Rs33,71,265. This increase in the stores balance was due to the larger importations during the year as well as to the increased purchases in India. The issues for Capital and Revenue purposes were also largely in excess of those recorded in 1884, but were not sufficient to work off the heavier shipments received from England and the increased local purchases. The transactions of 1885 are briefly summarised on pages 26 and 27.

The stores received during the year in compliance with sanctioned indents on the Company's Home Board consisted principally of the following:—

	R
Permanent-way materials	5,19,440
Sleepers	2,19,996
Locomotive stores	5,73,804
Carriage and wagon stores	5,13,687
Bridge work	1,37,708
Coal	8,86,611

The above figures include the cost of 20 engines which were erected and issued to the Traffic Department during the year, and of 225 iron under-frames for erection of additional rolling stock. The fuel consisted of 58,958 tons of "Best South Wales" coal supplied under contract at 24s. 3d. per ton landed at Bombay. The Indian purchases consisted chiefly of timber, sleepers, oils and miscellaneous stores for the use of the various departments. The sales effected were mostly unimportant, with the exception of a quantity of coal transferred to the Rajputana-Malwa State Railway which had run short of its coal-supply.

The value of obsolete stores has increased from Rs4,344 to Rs9,750, owing to a greater quantity of unserviceable material (duplicate parts) having been returned from the Locomotive Department than could readily have been disposed of to any advantage. The return to stock of such material, however, relieves the departmental balances and at the same time facilitates its sale.

19. The balance at the close of the year 1885 amounted to Rs49,40,387, showing a decrease of Rs8,34,435. Large quantities of stores were charged off for the erection of Rolling Stock and for the construction of the Northern Extension.

20. The principal depot is now at Bongong, and a stock-taker with experience in Government Store Depôts has been specially deputed to completely

assort, classify and value the stores. This work is in progress, thus no detail can at present be given.

21. The value of stores in hand at the close of the year amounted to R13,50,683. The stores consisted chiefly

Bengal and North-Western.

of bridge work, permanent-way, workshop machinery, and locomotive duplicates, and will be required for the new extensions.

22. The value of the stores in hand on the 31st December 1885 amounted to R96,613-11-3. The stores consisted

Rohilkhand-Kumaun.

chiefly of workshop machinery, locomotive duplicates, permanent-way materials, and fuel.

Bhavnagar-Gondal.

23. The balance in hand on 31st December 1885 was as follows:—

	R
General stores	2,14,212
Locomotive stores	16,994

The principal items comprising the balance in the Magazine were—

	R
Bridge work	13,575
Rails	14,387
Sleepers	22,569
Station materials	12,795
Engines	20,204
Carriage and wagon stock	29,419
Miscellaneous stores	1,01,261

Between August and November 1885 the whole of the Magazine stock was verified, and the following sums due to differences found were adjusted in the accounts of the year:—

	R	a.	p.
Stock found more	2,418	6	6
„ „ less	1,381	10	6
Net	1,036	12	0

24. The value of stores in hand at the end of December 1885 was R2,20,593 against R1,52,512 at the end of 1884.

Mysore.

The increase is due chiefly to permanent-way materials and other stores having been transferred from Tûmkûr Railway books to those of the Mysore State Railway, and partly to the purchase of locomotive duplicates and under-frames for 19 low-sided wagons.

25. There are no Revenue stores on the line, the Great Indian Peninsula Railway Company providing and main-

Bhopal-Itarsi.

taining all rolling stock and other stores.

The Capital stores are numerically under the charge of the contractor, who is responsible for them until issued from the Store Depôt at Hoshangabad. The value of stores in hand, *viz.*, R1,64,209, was, at the end of calendar year, mostly represented by surplus permanent-way materials, as will be seen from the detailed statement of balances given below:—

PARTICULARS.	31st December 1884.	31st December 1885.	Decrease.
	R	R	R
Ballast and permanent-way	1,79,229	1,58,152	21,077
Station machinery and fencing	11,114	5,857	5,257
Tools and stores	8,209	200	8,009
TOTAL	1,98,552	1,64,209	34,343

Statement of Stores Transactions on

Railways	Balance on 1st January 1885	RECEIPTS			TOTAL.	ISSUES	
		Purchases in England.	Purchases in India	Total.		Capital works.	Revenue works.
	₹	₹	₹	₹	₹	₹	₹
STATE IMPERIAL.							
East Indian	(c) 85,70,520	...	...	3,25,44,039	4,11,15,168	...	...
Rajputana-Malwa (a)	(m) 40,68,808	...	...	...	.	...	...
Southern Mahratta	26,98,421	...	...	1,23,60,212	1,55,58,663	.	...
Eastern Bengal	3,30,831	5,00,575	11,93,333	18,62,516	21,93,380	2,62,422	9,12,152
Wardha Coal	1,72,702	48,838	1,18,610	1,97,457	3,70,159	68,894	95,920
Punjab Northern	10,89,816	...	...	16,75,325	27,65,171	...	...
Indus Valley	26,65,662	6,71,969	(b) 17,37,772	24,09,741	50,75,403	..	...
STATE PROVINCIAL.							
Nalhati	31,182	10,161	16,892	27,053	58,235	2,549	25,905
Turkoot	(c) 5,52,792	1,56,360	13,04,094	17,60,454	23,13,216	11,50,041	1,34,216
Northern Bengal, including Kaunia-Dhaila	7,18,755	...	.	12,39,200	19,97,961	...	..
Dacca	4,55,228	3,22,483	4,00,730	7,23,213	11,78,111	9,17,390	15,233
Nagpur-Chhatishgarh	2,27,416	98,663	3,70,111	1,68,907	6,96,653	2,27,978	1,87,285
Burma	(c) 10,51,191	2,91,975	4,80,501	7,72,179	19,26,670	8,67,211	2,47,267
Cawnpore-Achenea (a)	(m) 2,40,290	...	...	...	...	.	...
GUARANTEED COMPANIES.							
Madras	23,71,591	11,19,015	11,65,384	23,11,129	46,86,020	2,20,835	14,99,256
South Indian	21,92,116	15,12,426	6,37,597	21,50,023	13,12,139	5,11,701	10,41,708
Great Indian Peninsula	(i) 72,19,562	75,97,617	32,57,309	1,08,51,956	1,81,01,518	18,31,691	67,34,192
Bombay, Baroda and Central India	30,92,917	21,78,601	16,06,337	10,81,911	71,77,858	13,33,362	22,12,198
Oudh and Rohilkhand	57,74,822	28,79,953	29,92,890	(g) 19,37,816	1,07,12,668	11,32,675	11,01,513
Sind, Punjab and Delhi	10,11,876	23,75,293	20,12,517	13,87,810	81,29,686	6,22,037	31,43,779
ASSISTED COMPANIES							
Bengal and North-Western	(c) 12,23,986	8,28,921	50,58,268	58,87,189	71,10,175	56,16,568	1,42,921
Rohilkhand-Kumaun	86,701	58,726	53,094	1,11,820	1,98,521	78,157	23,600
Assam	1,86,020	90,251	60,999	1,51,250	3,37,270	63,939	1,40,182
NATIVE STATES.							
Bhopal-Itarsi	1,98,552	...	...	...	(j) 1,98,552	.	...
Bhavnagar-Gondal	(c) 2,23,773	70,889	1,46,530	2,17,419	4,41,192	1,83,150	37,592
Mysore	1,52,512	76,281	1,06,235	1,82,519	3,35,031	64,818	44,380
Jodhpore	939	... (l)	... (l)	... (l)	... (l)	... (l)	... (l)
TOTAL	4,97,01,453	...	...	9,18,21,667	18,72,18,088	...	...

(a) Includes 21,00,000 value of "Returned Stores."
(b) Includes 3,45,000 value of stores received in transfer from Port Store-keeper and foreign lines.
(c) As ascertained by the audit for 1885.
(d) Includes 1,00,000 value of materials lost.
(e) Includes 1,00,000 value of materials lost.
(f) Includes 1,00,000 value of materials lost.
(g) Includes 1,00,000 value of materials lost.
(h) Includes 1,00,000 value of materials lost.
(i) Includes 1,00,000 value of materials lost.
(j) Includes 1,00,000 value of materials lost.

the several Railways during 1885.

		BALANCE IN HAND ON 31ST DECEMBER 1885.					RAILWAYS.
Sales	Total.	General Stores.	Locomotive stores	Engineering Stores	Stores in transit.	Total.	
₹	₹	₹	₹	₹	₹	₹	
...	3,36,82,624	..	...	...	...	74,32,844	STATE IMPERIAL.
...	...	...	...	...	..	(u) 44,01,465	East Indian.
...	1,25,29,913	...	...	...	...	30,28,750	Rajputana-Malwa.
62,919	12,37,493	...	..	...	...	9,55,887	Southern Mahatta.
2,817	1 67,661	...	...	...	...	2,02,498	Eastern Bengal.
...	17,00,567	5,14,855	2,40,067	3,10,182	..	10,64,601	Wardha Coal.
...	26,33,484	...	...	...	...	24,41,919	Punjab Northern.
							Indus Valley.
							STATE PROVINCIAL.
...	28,454	22,848	5,903	1,030	...	29,781	Nalhati.
6,632	12,90,889	2,24,996	94,600	6,84,765	17,996	10,22,357	Tinhoot.
...	14,12,086	...	..	...	...	5,75,878	Northern Bengal, including Kaunia-Dhaila.
1,629	9,61,258	27,210	86,658	1,00,315	...	2,14,183	Dacca.
32,003	4,17,266	...	..	...	...	2,49,387	Nagpur-Chhattisgarh.
2,536	11,17,045	4,73,432	2,36,193	..	...	7,09,625	Burma.
..	..	...	...	...	...	.	Cawnpore-Achmeria.
							GUARANTEED COMPANIES
1,31,997	18,55,088	7,95,538	11,42,727	5,91,841	(d) 3,00,826	28,30,932	Madras.
82,755	16,66,167	(e) 18,51,891	.	5,25,310	(f) 2,98,768	26,75,972	South Indian.
2,62,130	88,30,313	20,70,545	29,14,308	34,01,961	8,87,391	92,74,205	Great Indian Peninsula.
2,31,033	38,06,593	1,83,451	14,10,426	16,41,933	1,35,455	33,71,265	Bombay, Baroda and Central India.
2,35,003	57,72,281	...	.	...	..	49,40,387	Oudh and Rohilkhand.
.	40,65,816	...	..	..	...	43,63,870	Sind, Punjab and Delhi.
							ASSISTED COMPANIES.
	57,59,492	8,02,722	75,078	1,85,888	2,86,995	13,50,683	Bengal and North-Western.
150	1,01,907	96,614	..	...	...	96,614	Rohilkhand-Kumaun.
8,858	(h) 2,13,979	..	.	..	...	1,23,291	Assam.
							NATIVE STATES.
...	84,843	...	...	...	.	1,64,209	Bhopal-Itarsi.
6,238	2,26,980	2,14,212	...	...	...	(k) 2,31,206	Bhavnagar-Gondal.
5,290	1,14,438	2,20,593	...	...	...	2,20,593	Mysore.
(l)	(l)	(l)	(l)	(l)	(l)	17,836	Jodhpore.
...	8,96,59,137	...	...	...	...	5,19,90,241	TOTAL

(u) Balance of ₹2,000 due to an error in the line return.
 (v) Includes stores and materials. There are no reserve stores, the line being worked by the Great Indian Peninsula Railway.
 (w) Includes stores and materials. There are no reserve stores, the line being worked by the Great Indian Peninsula Railway.
 (x) Includes stores and materials. There are no reserve stores, the line being worked by the Great Indian Peninsula Railway.
 (y) Includes stores and materials. There are no reserve stores, the line being worked by the Great Indian Peninsula Railway.
 (z) Includes stores and materials. There are no reserve stores, the line being worked by the Great Indian Peninsula Railway.

ROLLING-STOCK.

26. In the following paragraphs some details are given of the Locomotive and Carriage and Wagon stock on the principal railways.

27. The following is a list of the rolling-stock belonging to the Undertaking on the 31st of December 1885:—

East Indian.

DETAILS.	Stock on 1st January 1885.	Additions of new stock during 1885.	Reductions of stock during 1885.	Total stock on the list on 31st December 1885.	Actual stock in running order on 31st December 1885.	REMARKS
Engines, tank, mail	5			5	4	
" Passenger	74	16	...	90	70	
" Tank, goods	2	...		2	1	
" Goods	477	26	21	479	361	
TOTAL	558	42	21	576	436	
Coaching Stock.						
Family carriages	22	1	...	23	21	
Saloon, Royal	4	..	...	4	1	
First class	85	6		91	77	4 condemned awaiting replacement.
Composite	27	..	1	26	25	
Second class	109	...		109	95	
Intermediate	61		...	61	60	
Third class	711	31		742	721	10 Do. do. do.
Hospital	3		...	3	3	
Post Office vans	21			21	18	
Through Luggage vans	21	..		21	19	
Horse boxes	75	...	...	75	73	
Carriage Trucks	39	...	...	39	35	4 Do do. do.
Passenger Brake vans	132	...		132	115	10 Do do do.
TOTAL	1,310	41	1	1,350	1,269	
Goods Stock.						
Covered Goods wagons	5,879	20	2	5,907	5,731	96 Do do do.
High-sided wagons	1,217	100	..	1,317	1,621	13 Do do do.
Open " "	38		6	32	25	6 Do do do.
Cattle vans		3		3	3	
Sheep "	31			31	31	
Powder "	127			127	126	
Timber trucks	1,151		..	1,151	930	20 Do do do.
Coal hoppers	15		15	0	27	3 Do do. do.
Coke wagons	20	...		20	15	
Platform trucks	13	...		13	12	
Miscellaneous	209			209	201	
Goods Brake Vans						
TOTAL	8,760	123	23	9,160	8,725	
TOTAL VEHICLES	10,070	164	24	10,510	9,994	

28. The following is a statement of the rolling stock on this line for the year 1885:—

Rajputana-Malwa

DETAILS.	Stock on 1st January 1885.	Additions of new stock during 1885.	Reductions of stock during 1885.	Total stock on the list on 31st December 1885.	Actual stock in running order on 31st December 1885.	REMARKS
Engines, class A	11	..	7	7	5	
" B	30	..	1	29	27	
" C	20	..	...	20	18	
" D	1	...		1	..	
" E	61	...	4	60	42	
" F	96	...		96	66	
" M	35	...		35	31	
" N	30	...	...	30	19	
" O	80	..	...	80	70	
Engines, Double Fairlie	2	...	...	2	1	
Naxora engine	1	...	1	...	..
TOTAL	373	...	18	360	27	

DETAILS	Stock on 1st January 1885	Additions of new stock during 1885	Reduction of stock during 1885	Total stock on the 1st of 31st Decem- ber 1885	Actual stock in running order on 31st De- cember 1885.	REMARKS
<i>Coaching Stock</i>						
Royal saloons	3	...	...	3	..	
State "	3	...	...	3	3	
Cooking vans	2	..	1	1	1	
First class carriages	82	6	...	88	80	
Composite "	23	...	...	33	28	
Second class "	61	...	...	61	59	
Double second class carriages	21	..	..	21	20	
Inspection carriages	6	1	..	7	6	
Intermediate carriages	30	..	..	30	29	
Third class "	575	42	..	617	570	
Combined third class and Post Office	14	..	...	14	12	
Brake vans	235	23	2	256	251	
Horse boxes	68	10	...	78	70	
Carriage trucks	38	...	...	38	37	
14' Luggage vans	3	..	3	..	...
Piston vans	1	...	...	1	1	
Dynamometer carriage	1	...	...	1	..	
Construction brake van	1	...	...	1	..	
Post Office vans	8	..	..	8	8	
18' Luggage vans	21	1	...	22	22	
Composite intermediate and 3rd class	20	...	..	20	19	
Holkirk's saloon	1	1	...	1	1	
Ambulance third class	5	..	..	5	5	
TOTAL .	1,231	84	6	1,309	1,222	
<i>Goods Stock</i>						
14' Covered goods wagons	1,524	3	...	1,527	1,485	
18' " " "	524	..	1	523	491	
14' Iron " " "	575	..	...	575	568	
15' 6" " " " , Military type	1,050	...	...	1,050	1,027	
High-sided wagons	72	40	..	112	108	
Low " " "	666	1	40	627	580	
14' Iron Low-sided wagons	75	..	..	75	74	
15' 6" Iron Platform	75	..	20	55	53	
Ballast wagons	394	...	20	374	347	
Iron Ballast wagons	100	..	...	100	100	
Horse wagons	31	..	...	31	31	
25' Iron Low-sided wagons, bogie	250	535	30	755	748	
25' Iron C. G. wagons, Clemmison's type	249	..	..	249	232	
Powder vans	33	...	...	33	30	
14' Accident vans	6	...	...	6	6	
Store van	1	..	..	1	1	
14' Timber trucks	42	..	...	42	41	
14' Iron " " "	26	...	...	26	25	
18' " " " Timber truck	1	..	...	1	1	
Fuel truck	1	...	1	..	..
18' Accident vans	5	1	...	6	6	
Iron Medium-sided goods wagons	150	...	...	150	149	
Cattle truck	15	..	15	...	..
Broad-gauge trucks	1	...	...	1	1	
Traveling cranes, 10-ton	8	...	...	8	8	
" " 5 "	10	...	...	10	10	
TOTAL .	5,884	580	127	6,337	6,122	
TOTAL VEHICLES .	7,115	664	133	7,646	7,344	

Of the 13 engines shown under "Reduction of Stock during 1885," 12 engines by various makers in classes A, B, and E were sold or transferred. The balance in stock at the close of the year was 360, out of which 86 were undergoing or awaiting repairs.

The number of vehicles added during the year was 643 (83 Coaching, and 560 Goods); while 112 wagons of various types were sold or transferred. The balance of stock at close of the year was 1,309 Coaching and 6,337 Goods vehicles, including 87 Coaching, and 215 Goods vehicles which were then undergoing or awaiting repairs and renewals.

29. The rolling stock on the line at the close of the year 1885 is shown in the following memorandum:—

DETAILS.	Stock on 1st January 1886.	Additions of new stock during 1885.	Reductions of stock during 1885.	Total stock on the list on 31st December 1885.	Actual stock in running order on 31st Decem- ber 1885.	REMARKS.
Engines, class A	4	4	2	(a) Condemned awaiting re- placement.
” ” O	20	...	...	20	17
” ” F	5	39	...	44	44	
” ” F South Indian Rail- way type	2	...	1(a)	1	...	
TOTAL	31	39	1	69	63	
Coaching Stock.						
First class	4	4	...	8	7	(b) Wooden ballast wagon con- demned and written off.
Composite (1st and 2nd class)	4	3	...	7	7	
2nd class . . . . .	...	2	...	2	2
3rd ”	50	38	...	88	86	
Postal vans . . . . .	...	10	...	10	10
Brake vans	13	9	...	27	26	
Inspection carriages	1	...	...	1	1
Horse boxes . . . . .	...	6	...	6	6
Carriage trucks . . . . .	...	...	...	...	...
TOTAL	77	72	...	149	145	
Goods Stock.						
Covered goods wagons	180	170	...	350	350	(b) Wooden ballast wagon con- demned and written off.
Low-sided (iron) wagons	342	25	...	367	348	
Ballast wagons	20	...	20(b)	...	...
Powder vans . . . . .	...	2	...	2	2
Travelling cranes, 10-ton	2	...	...	2	2
Platform wagons	22	2	...	24	7	(c) 1 used under Inspection carriage.
Iron under-frames	13(c)	...	...	12	12
TOTAL	579	199	20	757	721	
TOTAL VEHICLES	656	271	20	906	866	

Late Sind, Punjab and Delhi.

30. The number of locomotives, passenger and goods vehicles on the line was as given below:—

DETAILS.	Stock on 1st January 1885.	Additions of new stock during 1885.	Reductions of stock during 1885.	Total stock on the list on 31st December 1885.	Actual stock in running order on 31st Decem- ber 1885.*	REMARKS.	
Engines, passenger		
„ 4-wheel coupled	139	1	...	140	123		
„ goods	20	...	1	19	16		
TOTAL	159	1	1	159	139		
Coaching Stock.							
Carriages, reserved	15	...	1	14	14		
„ 1st class	30	...	...	30	32
„ composite	30	...	...	30	27
„ 2nd class	30	...	...	30	32
„ upper 3rd class	25	...	...	25	22
„ 3rd class	283	11	...	294	286		
„ ambulance	31	...	...	31	30
„ 3rd class, double storey	24	...	...	24	24
„ Post Office, through	16	...	...	16	16
„ „ and 3rd class	14	...	...	14	14
Prison vans	2	...	...	2	2
Horse boxes, single	36	...	...	36	36
„ double	13	...	...	13	13
Trucks, open	13	...	...	13	13
„ closed	8	...	...	8	8
Passenger brake vans	99	28	...	127	128		
Luggage vans	12	...	...	12	12
Sheep and poultry vans	1	...	...	1	1
TOTAL	682	39	1	720	710		
Carried over	682	39	1	720	710		

* Includes stock belonging to the Amritsar-Pathankot Railway.

DETAILS.	Stock on 1st January 1885.	Additions of new stock during 1885.	Reductions of stock during 1885.	Total stock on the list on 31st December 1885.	Actual stock in running order on 31st Decem- ber 1885.*	REMARKS.
Brought forward .	682	39	1	720	710	
<i>Goods Stock.</i>						
Covered goods wagons, 11-ton .	35	39	..	74	73	
" " 10 " .	1,796	184	...	1,980	1,988	
" " 10 " (6- wheeled) .	26	...	...	26	25	
Covered goods wagons, 8-ton .	385	...	100	285	272	
High-sided wagons, 10-ton .	110	...	...	110	108	
" " 8 " .	68	...	38	30	30	
Low-sided " 6 " .	152	47	8	191	170	
" " 8 " .	200	49	50	199	181	
" " altered for guns	293	...	293	...	...
" " 10-ton .	...	106	106	...	...
" " 11 " .	100	175	...	275	261	
Treasure or Powder vans .	17	...	...	17	17	
Timber trucks .	20	...	...	20	18	
Six-wheeled trucks .	175	...	5	170	165	
Oil tanks .	5	...	...	5	5	
Water tanks .	5	...	...	5	5	
Goods Brake vans .	18	...	18	...	...
Bogie trucks .	1	...	...	1	1	
Travelling stationery van .	1	...	...	1	1	
" stores vans .	4	...	...	4	4	
TOTAL .	3,411	600	618	3,393	3,324	
TOTAL VEHICLES .	4,093	639	619	4,113	4,034	

31. One broad-gauge engine (returned from Attock Bridge works), and two metre gauge engines were added to the stock during the year. The rolling stock on the line consisted of—

DETAILS.	Stock on 1st January 1885.	Additions of new stock during 1885.	Reductions of stock during 1885.	Total stock on the list on 31st December 1885.	Actual stock in running order on 31st Decem- ber 1885.	REMARKS.
Engines, class H .	36	...	...	36	28	
" " L .	45	...	...	45	40	
" " A .	2	...	...	2	1	
" " B .	6	...	...	6	5	
" " E .	4	...	...	4	3	
" tank .	1	...	...	1	1	
" class F .	...	2	...	2	2	
TOTAL .	94	(a) 2	...	96	80	(a) Exclusive of 1 broad gauge engine returned from Attock Bridge works.
<i>Coaching Stock.</i>						
State saloon .	10	...	...	10	10	
Tender carriage .	1	...	...	1	1	
Inspection carriage .	4	1	...	5	5	
Family " .	4	...	1	3	3	
First class " .	22	...	...	22	19	
Composite " .	14	...	...	14	13	
Second class " .	31	...	...	31	26	
Intermediate " .	10	...	...	10	10	
Third class " .	157	...	...	157	150	
" and postal vans .	9	...	...	9	8	
Carriage trucks .	10	...	...	10	6	
Horse boxes .	21	...	...	21	21	
TOTAL .	293	1	1	293	272	
Carried over .	293	1	1	293	272	

* Includes stock belonging to the Amritsar Pathankot Railway.

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of stock during 1885.	Total stock on the list on 31st December 1885.	Actual stock in running order on 31st Decem- ber 1885	REMARKS.
Brought forward .	293	1	1	293	272	
<i>Goods Stock.</i>						
Covered goods wagons	985	985	926	22 condemned awaiting replace- ment.
High-sided open "	234	...	1	233	236	
Low " " "	159	...	...	159	157
Ballast "	48	2	...	50	28	
Timber trucks	30	...	...	30	28
Powder vans	8	...	...	8	8
Rail trucks	1	...	1	...	...
Fuel trucks	5	...	...	5	5
Travelling cranes	5	...	...	5	5
Oil van	1	...	...	1	1
Brake vans	128	...	6	122	104	
TOTAL .	1,604	2	8	1,598	1,488	
TOTAL VEHICLES .	1,897	3	9	1,891	1,760	

Late Indus Valley.

32. The rolling stock on the line was
as follows :—

DETAILS.	Stock on 1st January 1885.	Additions of new stock during 1885.	Reductions of stock during 1885.	Total stock on the list on 31st December 1885.	Actual stock in running order on 31st Decem- ber 1885.	REMARKS.
<i>Engines.</i>						
Indian State Railway, class L	30	30	21	4 condemned awaiting replace- ment.
East Indian Railway Mail Tank	1	...	...	1	...
Indian State Railway, class H	77	24	...	101	82	
Kitson and Stevenson	12	...	...	12	9
Great Southern of India Railway	9	...	2	7	4	
Great Indian Peninsula Railway	17	...	...	17	9
Sharp, Stewart and Company, class J	17	...	...	17	14
Sindia Railway	4	...	...	4	4
TOTAL .	167	24	2	189	143	
<i>Coaching Stock.</i>						
Family carriage, reserved	1	..	1	4 condemned awaiting replace- ment.
Inspection carriage (saloon)	1	...	1	...	...
Saloon reserved carriages	2	...	2	...	...
First class carriages	25	2	1	26	20	
Second class carriages	18	...	2	16	15	
Composite, 1st and 2nd class	10	...	...	10	9
Second class inspection carriages	4	5	1	8	8	
" " and Post Office	9	...	...	9	5
Reserved attendant's carriage	1	...	1	...	...
Third class carriages	169	...	...	169	163
" " and Post Office carriages	8	...	...	8	8
Luggage vans	22	...	4	18	14	
Horse boxes	20	...	...	20	17
Carriage trucks, open	11	...	...	11	8
Brake vans	112	...	5	107	99	
Intermediate class carriages . . . . .	...	15	...	15	15
TOTAL .	418	22	18	417	381	
Carried over .	418	22	18	417	381	

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st Decem- ber 1885.	REMARKS.
Brought forward	413	22	18	417	381	
<i>Goods Stock.</i>						
Water tanks	14	14	7	5 condemned awaiting replace- ment.
Covered goods wagons	1,713	181	64	1,830	1,750	
Flat wagons	81	...	...	81	74
Treasure vans	8	...	...	8	8
High-sided wagons	235	...	5	230	206	
Low " "	377	40	25	392	338	
Timber trucks	9	...	...	9	9
Store vans	2	...	...	2	2
Oil tanks	2	...	...	2	2
Powder vans	12	...	...	12	12
Fuel trucks	50	...	3	47	44	
Ballast wagons	117	...	25	92	86	
Rail-carriers, temporary	240	100	26	314	307	
Travelling cranes, 10-ton	11	...	...	11	11
Accident van	1	...	...	1	1
Ice wagons	7	...	...	7	3
TOTAL	2,879	321	148	3,052	2,860	
TOTAL VEHICLES	3,292	343	166	3,469	3,241	

Eastern Bengal.

33. The number of engines and vehicles
on the line on 31st December 1885 is given
in the following table :—

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st Decem- ber 1885.	Actual Stock in running order on 31st Decem- ber 1885.	REMARKS.
Engines, tank	1	...	...	1	1	
" passenger	61	11	1	71	58	
" goods	6	...	...	6	2	
" passenger and goods	4	...	...	4	2	
TOTAL	72	11	1	82	63	
<i>Coaching Stock.</i>						
Saloon, State	2	...	...	2	2	
" carriages	8	1	...	9	7	
Sleeping "	10	...	...	10	7	
First class "	12	...	1	11	8	
Composite carriages, 1st and 2nd class	26	1	...	27	25	
Second class carriages	10	...	...	10	8	
Intermediate "	46	...	1	45	40	
" " with Postal accommodation	5	...	...	5	4	
Intermediate and 3rd class composite " " with Postal accommodation	11	...	...	11	8	
Third class carriages	135	1	...	134	115	1 condemned awaiting replace- ment.
Carriage trucks	6	...	...	6	6	
Fish wagons	1	...	...	1	1	
Horse boxes	8	...	2	6	6	2 ditto ditto.
Luggage vans	3	3	...	6	6	
Postal vans	1	...	...	1	1	
Passenger brake vans	32	...	...	32	28	3 ditto ditto.
Produce wagons	21	...	2	19	19	2 ditto ditto.
TOTAL	337	6	7	336	292	
<i>Goods Stock.</i>						
Covered goods wagons	298	...	95	203	191	51 ditto ditto.
" (for ambulance pur- poses)	4	...	...	4	3	
Powder van	1	...	...	1	1	
Goods brake vans	16	...	...	16	13	3 ditto ditto.
Cattle wagons	5	...	...	5	5	
Carried over { Coaching Stock	337	6	7	336	292	
{ Goods Stock	324	...	95	229	218	

DETAILS	Stock on 1st January 1885	Additions of new stock during 1885	Reductions of stock during 1885	Total Stock on the 1st on 31st Decem- ber 1885	Actual Stock in running order on 31st Decem- ber 1885	REMARKS
Brought forward { Coaching Stock	337	6	7	336	202	
{ Goods Stock .	324	...	95	229	213	
<i>Goods Stock—contd.</i>						
High-sided wagons . . .	131		17	114	107	14 condemned awaiting re- placement
Fire wood " . . .	...	24	.	24	24	
Low-sided wagons, iron . . .	50	...	...	50	46	
Ballast wagon, wooden . . .	76	.	...	76	70	10 Do do do
Timber trucks . . .	17	...	...	17	14	
Iron covered cylindrical wagons	272	...	..	272	211	
" open " " . . .	2	.	...	2	2	
" rectangular " " . . .	710	150	...	860	812	
Sample cylindrical " " . . .	1	.	...	1	1	
Travelling crane . . .	1	.	.	1	1	
" tanks . . .	3	.	.	3	3	
Tool van . . .	1	.	...	1	1	
Accident vans . . .	...	5	.	5	5	
TOTAL	1,588	179	112	1,655	1,510	
TOTAL VEHICLES	1,925	185	119	1,991	1,802	

The average percentage of the engine stock under repair during the year was 23.5 per cent. Of the vehicle stock, $12\frac{1}{2}$ per cent. of the coaching, and 8 per cent. of the goods, were constantly under repairs.

The number of vehicles condemned to be broken up was 35; and at the end of the year the number of vehicles awaiting replacement was 8 coaching and 77 goods, total 85. The stock has been kept up and maintained in an efficient condition.

Wardha Coal.

31. The rolling stock on the line during the year was as follows : -

DETAILS	Stock on 1st Janu- ary 1885	Additions of new stock during 1885	Reductions of stock during 1885	Total Stock on the 1st on 31st Decem- ber 1885	Actual Stock in running order on 31st Decem- ber 1885	REMARKS
Engines, passenger . . .	7	..	..	7	5	
" goods . . .						
TOTAL	7	.	..	7	5	
<i>Coaching Stock.</i>						
First class carriage . . .	1	...	...	1	1	
Composite carriage . . .	1	...	...	1	1	
Second class carriage . . .	1	..	..	1	1	
Third " " . . .	3	..	..	3	3	
Do. (composite) . . .	2	...	...	2	2	
Fourth class carriages . . .	6	..	...	6	6	
Passenger brake vans . . .	2	..	...	2	2	
TOTAL	16	...	.	16	16	
<i>Goods Stock.</i>						
Covered goods wagons . . .	42	3	...	45	15	
Low-sided (ballast) . . .	58	...	...	58	56	
Coal wagons, 10-ton . . .	186	34	...	220	220	
Powder van . . .	1	..	.	1	1	
Goods brake vans . . .	8	..	...	8	8	
Travelling crane . . .	1	..	...	1	1	
TOTAL	296	37	...	333	331	
TOTAL VEHICLES	312	37	...	349	347	

35. At the end of December 1885, the rolling stock in actual use on the line stood as shown in the following table:—

Tirhoot.

DETAILS.	Stock on 1st January 1885	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the 1st on 31st December 1885	Actual Stock in running order on 31st December 1885	REMARKS
<i>Engines</i>						
Tank, class A	1	.	...	1	1	
„ passenger, „ D	9	...	...	9	3	
„ „ „ E	4	.	...	4	1	
„ goods and mixed, class F	10	3	...	13	10	
„ mixed and passenger, class O	10	.	...	10	5	
TOTAL	34	3	.	37	20	
<i>Coaching Stock.</i>						
Saloon, State	1	.	..	1	1	
„ ordinary	4	...	...	4	4	
First class carriages	10	.	...	10	9	
Composite „	4	...	...	4	4	
Second class „	6	..	...	6	6	
Intermediate „	6	.	..	6	5	
Third class „	50	2	...	52	52	
Passenger brake vans	20	...	...	20	20	
Hoive boxes	9	...	...	9	9	
Carriage trucks	5	..	..	5	5	
Postal vans	5	...	.	5	5	
TOTAL	120	2	...	122	120	
<i>Goods Stock</i>						
Covered goods wagons	306	20	...	326	319	
Low-sided or open trucks	41	.	...	44	44	
Open-sided or ballast	138	..	.	138	134	
Cattle vans	4	...	...	4	4	
Powder „	1	...	.	1	1	
Tool „	2	..	.	2	2	
Timber trucks	12	...	.	12	12	
TOTAL	507	20	.	527	516	
TOTAL VEHICLES	627	22	.	649	636	

The goods stock on the line is now much below requirements of traffic.

36. The stock of locomotives has been increased by 8 new F class engines and 3 engines of the O class. The mileage run by the different classes of engines during the last 5 years compares as follows:—

Northern Bengal.

YEARS.	MILEAGE.												
	E class 29 Engines.	*F class 17 Engines.	O class 3 Engines	AVERAGE PER			Average	E CLASS		F CLASS.		O CLASS.	
				E class	F class.	O class		Maxi- mum	Mini- mum	Maxi- mum	Mini- mum	Maxi- mum	Mini- mum.
1881 { 1st half	2,27,761	48,305	.	73,447	7,043	.	7,291	15,026	246	10,672	3,105	.	.
1881 { 2nd half	2,40,131	70,682	.	8,280	10,094	.	8,633	15,127	182	13,432	2,093	.	.
1882 { 1st half	2,65,418	75,790	.	9,152	10,827	..	9,478	18,300	1,380	12,418	8,118	.	.
1882 { 2nd half	2,89,435	77,187	.	9,980	11,028	..	10,184	17,889	429	14,386	9,077	.	.
1883 { 1st half	2,99,791	1,00,079	...	10,372	14,297	.	11,107	17,663	810	16,478	12,149	.	.
1883 { 2nd half	2,84,821	1,03,183	...	9,821	14,740	.	10,778	17,025	701	15,787	13,107	.	.
1884 { 1st half	3,13,154	1,00,049	.	10,798	14,232	.	11,477	17,673	519	16,531	8,619	.	.
1884 { 2nd half	3,46,555	1,05,838	...	11,950	11,759	.	11,905	18,227	1,197	17,173	3,680	.	.
1885 { 1st half	3,22,714	1,06,746	.	11,128	11,860	.	11,323	17,664	267	15,423	8,198	.	.
1885 { 2nd half	2,15,036	1,41,142	80,400	7,415	8,302	10,183	7,869	17,610	167	16,088	198	9,106	8,672

* Previous to 1885 there were only 9 F class engines.

The following statement shows the details of the Vehicle Stock on the line during the year:—

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st Decem- ber 1885.	REMARKS.
<i>Coaching Stock.</i>						
Saloon, State carriage . . .	2	...	...	2	2	
Manager's Saloon carriage . . .	1	...	...	1	1	
First class carriage, 6-wheeled . . .	...	4	...	4	4	
" " on bogie frame . . .	1	1	...	2	2	
" " with servants' compart- ments . . .	14	{ ...	...	11	8	
" " ordinary . . .				3	2	
Composite, 1st and 2nd class . . .	11	2	...	13	11	
Second class carriages . . .	9	...	...	9	9	
Intermediate " . . .	10	...	...	10	9	
Third class " . . .	62	...	...	62	51	
" on bogie frame . . .	2	...	...	2	1	
Carriage trucks . . .	3	...	...	3	3	
Horse boxes . . .	10	...	2	8	8	
Luggage vans . . .	3	1	...	4	4	
Post Office vans . . .	4	...	...	4	4	
Passenger brake vans . . .	23	...	...	23	22	
TOTAL . . .	155	8	2	161	141	
<i>Goods Stock.</i>						
Iron covered goods wagons, 24' long . . .	81	10	...	91	88	
" " " " 18' " . . .	...	100	...	100	99	
Covered goods wagons, 18' long . . .	572	2	1	253	248	
" " " " 14' " . . .				320	312	
Open jute wagons . . .	114	...	1	113	108	
" or low-sided wagons, iron under- frame . . .	59	...	11	2	1	
Open or low-sided wagons, wooden under-frame . . .				46	45	
Relief vans . . .	3	...	...	3	3	
Powder vans . . .	2	...	...	2	2	
Timber trucks . . .	20	10	...	30	30	
Light material van . . .	1	...	1	...	...
Store delivery vans . . .	2	...	...	2	2	
Test wagons . . .	...	1	...	1	1	
Travelling cranes, 5-ton . . .	6	...	...	4	4	
" " 10 " . . .				2	2	
Goods brake-vans . . .	5	2	...	7	6	
TOTAL . . .	865	125	14	976	951	
TOTAL VEHICLES . . .	1,020	133	16	1,137	1,092	

37. There was no addition to the Locomotive Stock during the year under review. The additions to carriage stock are shown in the memorandum below :—

Kaunia-Dharila.

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st Decem- ber 1885.	REMARKS.
Engines, passenger and goods, six- wheels coupled . . .	4	...	...	4	3	
Do., tank, four-wheels, coupled . . .	1	...	...	1	1	
TOTAL . . .	5	...	...	5	4	

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st Decem- ber 1885.	REMARKS.
<i>Coaching Stock.</i>						
1st class carriage	1	...	...	1	1	
Composite, first and second class	4	...	...	4	4	
3rd class carriages	11	4	...	15	15	
3rd class with brake and luggage compartments . . . . .	...	4	...	4	4	
Brake vans	4	...	1	3	3	1 condemned awaiting replace- ment.
TOTAL	20	8	1	27	27	
<i>Goods Stock.</i>						
Covered goods wagon	1	...	...	1	1	
Open jute wagons	42	...	...	42	42	
Open or low-sided wagons	24	...	...	24	23	
TOTAL	67	...	...	67	66	
TOTAL VEHICLES	87	8	1	94	93	

Dacca. 38. The Locomotive Stock on the 31st December 1885 was—

Engines, "A" Class 2 | Engines, "O" Class 12

Of these, the two "A" class engines were erected and running prior to April 1885.

The 12 "O" class engines were erected during the year 1885-86, but most of them have not as yet been completed in minor details, and 11 are unpainted. They are now being finished, and the capital expenditure on their account will shortly be closed.

The following table gives particulars regarding the carriage and wagon stock on the line.

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st Decem- ber 1885.	REMARKS.
<i>Coaching Stock.</i>						
Saloon carriages	1	...	1	1	
2nd class carriage	1	...	1	1	
Composite, 1st and 2nd class	2	...	2	2	
3rd class carriages	17	...	17	17	
Brake vans	5	...	5	5	
TOTAL	26	...	26	26	
<i>Goods Stock.</i>						
Wooden covered goods wagons, 18 feet long	23	...	23	23	
Iron covered goods wagons, 18 feet long	20	...	20	20	
Iron covered goods wagons, 24 feet long	17	...	17	17	
Open or low-sided wagons	75	...	75	75	
TOTAL	135	...	135	135	
TOTAL VEHICLES	161	...	161	161	

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st Decem- ber 1885.	REMARKS.
<i>Coaching Stock.</i>						
Saloon carriages	2	...	...	2	2	
" " Governor's old saloon	1	...	...	1	1	
1st class sleeping carriages . . . }	11	...	...	11	9	
" day " "	4	...	...	4	4	
Reserved saloons	17	...	...	17	15	
Double saloon 1st class night car-	59	...	...	59	56	
riages	6	...	...	6	5	
2nd class carriages	253	18	...	271	250	
Post Office vans	11	...	...	11	11	
3rd class carriages	17	...	...	17	15	
" " with Post Office	1	...	...	1	1	
compartments	1	...	...	1	1	
3rd class carriages with brakes	1	...	...	1	1	
Composite carriages, night, with	2	...	...	2	2	
conveniences	21	...	...	21	19	
Composite carriages, night, without	138	...	...	138	116	
conveniences	12	...	...	12	12	
Engineer's inspection carriage . .	46	...	...	46	36	
Consulting Engineer's "	TOTAL	603	18	...	621	556
Telegraph " "						
Invalid carriages						
Carriage trucks						
Passengers' luggage vans . . . }						
Brake vans						
Baggage vans						
Horse boxes						
<i>Goods Stock.</i>						
Open goods wagons, 10-ton . . .	463	48	...	511	511	
" " " 8 " "	1,721	...	60	1,661	1,202	
Ballast " wagons, 8-ton	217	...	...	217	217	
Coke " " " "	130	...	...	130	107	
Cattle " " " "	47	...	...	47	44	
Covered goods wagons	40	...	...	40	38	
" " " iron	100	...	...	100	79	
Timber trucks	106	...	...	106	100	
Water " " " "	4	...	...	4	4	
Platform " " " "	3	...	...	3	3	
Powder vans	3	...	...	3	2	
Travelling cranes	6	...	...	6	6	
TOTAL	2,840	48	60	2,828	2,313	
TOTAL VEHICLES	3,443	66	60	3,449	2,869	

The eight locomotives which were condemned have been sold, and eight others of a more powerful type are now on their way from England. Three First Class carriages, six First and Second Class composites, fourteen Second class carriages, and thirty Third Class carriages (of which eighteen were charged to Capital as increase of stock) were constructed during the year. Many of the engines are upwards of 30 years old; in some the boilers have been renewed twice, and nearly all of them, except those of the engines sent out in 1877, have been renewed once. The cylinders of a large number of engines have been replaced by larger ones, and this work is still progressing at the rate of about 12 engines a year. Iron brake blocks are being supplied to engines and tenders as the wooden ones are found to wear out very quickly. There are now 10 engines which can work no longer without being renewed at greater cost than they are worth. They are 31 years old, and the Locomotive Superintendent proposes that they should be condemned and sold.

South Indian.

41. The Rolling Stock on the line during 1885 was as follows :—

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st December 1885.	REMARKS.
Engines, tank	4	4	...	8	8	
„ passenger, 4 wheels coupled	30	...	...	30	24	
„ goods, 6 „ „ . . .	86	...	...	86	66	
TOTAL	120	4	...	124	98	
<i>Coaching Stock.</i>						
Governor's saloon carriage . . .	...	1	...	1	1	
Inspection „	1	...	...	1	1	
1st class saloon carriage, Cleminson's	1	...	...	1	1	
English 1st class composites . . . }	29	...	...	11	11	
1st class carriage, ordinary . . . }	15	...	...	18	17	
Composite „	27	...	...	15	11	
2nd class carriages	27	...	...	27	25	
„ „ with retiring accommodation . . . . .	...	20	...	20	20	
3rd class carriages, ordinary . . .	284	...	...	284	258	
„ „ Cleminson's	30	4	...	34	33	
Passenger brake vans	50	2	...	52	50	
Post Office vans	9	...	2	7	7	
Mail service vans	10	...	...	10	9	
Horse boxes	20	...	...	20	18	
Carriage trucks	4	...	...	4	4	
TOTAL	480	27	2	505	466	
<i>Goods Stock.</i>						
Cotton trucks, Cleminson's . . .	6	1	...	7	6	
„ „ ordinary	97	...	10	87	75	
Covered goods wagons	856	...	...	856	745	
„ „ iron body . . . . .	...	60	...	60	60	
High-sided wagons	411	...	...	411	327	
„ „ „ iron body . . . . .	...	190	...	190	181	
Ballast wagons	154	...	...	154	144	
Powder vans	3	...	...	3	3	
Timber trucks	27	...	...	27	21	
„ „ on cotton truck frames	2	...	...	2	2	
Goods brake vans	34	...	...	34	32	
Travelling crane, 5-ton	1	...	...	1	1	
Cattle wagons	6	...	...	6	6	
Boiler truck, 10-ton	1	...	...	1	1	
TOTAL	1,598	251	10	1,839	1,604	
TOTAL VEHICLES	2,078	278	12	2,344	2,070	

These figures do not include the old 3' 6" stock which is being gradually disposed of. During the year 4 engines, 25 carriages, and 241 trucks were added to the Rolling Stock, of which the engines and 190 high-sided open goods trucks were for the harbour works traffic.

42. During the past year the following additions were made to the Company's Rolling Stock :—
Great Indian Peninsula.

43 Locomotive Engines,
41 Coaching Vehicles, and
5 Goods do.,

which brought up the total number under each of the above mentioned classes to 542 engines, 1,480 Coaching, and 7,820 Goods vehicles, respectively. The engines consist of the following types :—

Ghat and Mixed Engines	.	.	.	.	.	.	72
Passenger	{	Tender Engines	.	.	.	.	100
		Tank do.	.	.	.	.	15
Goods	{	Tender do.	.	.	.	.	353
		Tank do.	.	.	.	.	2

There were 8 engines in Stock at commencement of the year under report, and 60 more were received upon duly sanctioned indents during the twelve months. Of these 68, 43 were erected on Capital Account as an addition to the Engine Stock, and 9 were issued on Revenue Account for renewal purposes, leaving a balance of 16 still in Stock. The erection of 18 more (10 Passenger with tenders and 8 Goods tank) which is in progress will bring up the Company's Locomotive Stock to the total authorised number of 560 engines. Of the existing stock only 425 engines were in running order at the close of the year, 117 being withdrawn for repairs. From the average number reported to have been undergoing repair or renewal at any one time during the year it is seen that about 76 per cent. of the existing Engine Stock was effectively employed during the period under notice. As regards the Coaching Stock, 40 Third Class carriages and one Post Office van were built and placed on the line, while 60 more vehicles of the above class with 23 carriage trucks and 20 brake vans are still needed to complete the authorizations under this head. There were no additions during the year to the Goods carrying capacity, but 5 more travelling cranes were sanctioned and erected, and 132 low-sided wagons were converted into covered goods wagons. The number of carriages and wagons which were available for traffic and other purposes during the course of the year averaged 88 and 91 per cent. respectively of the existing stock. The total stock on the line and the actual number in running order on the last day of the year is summarised below :—

					Total Stock on the Line.		Actual Stock in running order.	
Engines—								
Ghat and Mixed	.	.	.	.	72		52	
Passenger	{	Tender	.	.	100		76	
		Tank	.	.	15		10	
Goods	{	Tender	.	.	353		285	
		Tank	.	.	2		2	
						542		425
Carriages—								
1st class	.	.	.	.	83		74	
2nd class	.	.	.	.	150		143	
Composite	.	.	.	.	73		65	
3rd class	.	.	.	.	498		467	
Miscellaneous	.	.	.	.	180		155	
Brake vans	.	.	.	.	501		475	
						1,480		1,379
Goods wagons	.	.	.	.	7,158		6,729	
Cattle trucks	.	.	.	.	54		42	
Ballast, Rail and timber trucks	.	.	.	.	471		433	
Brake vans (incline)	.	.	.	.	37		16	
Miscellaneous	.	.	.	.	100		95	
						7,820		7,315

43. The only additions sanctioned during the year to the total authorised Stock were 1 First Class carriage, 100 Salt, and 50 Ballast Wagons ; while the actual addition to the Stock available for Traffic purposes were 20 engines, 225 covered wagons, and 5 Goods brake vans. Besides this, however, 11 Coaching and 177 Goods vehicles were renewed during the period under report, at the close of which the sanctioned and available Stock stood as follows :—

	Stock authorised		Stock on the line	
	No		No.	
Engines—				
Tank	11		11	
Passenger	15		15	
Goods and Passenger	29		29	
Goods	65		65	
		123		123
Coaching—				
1st class	25		22	
2nd class	42		12	
Composite	18		15	
3rd class	259		240	
Miscellaneous	36		31	
Brake vans	21		15	
		407		374
Goods—				
Goods wagons	3,221		3,021	
Timber and ballast wagons	260		210	
Miscellaneous	121		24	
Brake vans	60		50	
		3,668		3,305

The whole of the authorised Engine Stock was on the line at the end of the year, with the exception of 16 Engines which were undergoing or awaiting repairs at that date. An average of 85 per cent. of the Company's engines were in running order during the year. As regards Coaching vehicles the existing stock is 33 below the authorised number of carriages. Six 1st, nineteen 3rd class, six brake vans and two road vans are still needed to make up the Company's complement, while 200 Goods wagons, 10 brake vans and 150 other vehicles, including the 100 Salt wagons already mentioned, are required to raise the Goods Stock to the authorised standard. Of the Coaching and Goods vehicles, 92 and 93 per cent. respectively were available throughout the year for the Company's business.

14. The additions made to Rolling Stock during the calendar year 1885 are shown in the following table :—

Oudh and Rohilkhand.

DETAILS	Stock on 1st January 1885	Additions of new Stock during 1885	Reductions of Stock during 1885	Total Stock on the 1st December 1885	Actual Stock in running order on 1st December 1885	REMARKS
Engines, Passenger . . . . .	..	16	...	16	16	
" Mixed	30	..	..	30	19	
" Goods	90	...	..	90	76	
" Tank	3	..	...	3	3	
" Inspection	2	..	..	2	2	
TOTAL	125	16	..	141	116	

DETAILS	Stock on 1st January 1885	Additions of new Stock during 1885	Reductions of Stock during 1885	Total Stock on the 1st of December 1885	Actual Stock in running order on 31st Decem- ber 1885	REMARKS
<i>Coaching Vehicles.</i>						
Upper class carriages	48	4	..	52	51	
Composite "	2	..	.	2	2	
Lower class "	249	13	.	252	258	
Intermediate "		10	.	20	20	
Officers' "	4	.	.	4	4	
Horse boxes "	27	.	.	27	27	
Brake vans "	75	15	..	90	77	
TOTAL	405	42	...	447	409	
<i>Goods Stock</i>						
Covered goods wagons	2,726	130	..	2,856	2,788	
Ammunition vans	6	..	..	6	6	
Timber trucks	157	..	..	157	147	
High-sided "	72	.	..	72	72	
Cattle trucks	6	.	..	6	6	
Low-sided wagons	200	60	...	260	253	
Portable cranes, 3 tons	1	.	.	1	1	
Do do. 5 "	4	1	.	5	5	
Do. do 10 "	2	..	.	2	2	
TOTAL	3,174	191	.	3,365	3,280	
TOTAL VEHICLES	3,579	233	..	3,812	3,689	

Bengal and North-Western

45. The following Rolling Stock was on the line at the close of 1885 :—

DESCRIPTION	Finished.	To be erected.	TOTAL
Locomotive engines	E Class 2	...	2
Do	F " 15	.	15
Do	O " 23	..	23
Saloon carriages	2	...	2
Inspection carriages	2	...	2
Family carriages	4	..	4
Composite carriages	13	8	21
Intermediate class carriages	4	..	4
3rd do do.	112	1	113
Postal vans	6	..	6
Brake vans	30	6	36
Road vans	6	...	6
Horse boxes	5	..	5
Timber trucks	12	.	12
Covered goods wagons	594	200	794
Road wagons	6	.	6
Low-sided wagons	138	...	138
10-ton cranes	5	1	6

Rohilkhand-Kumaun.

46. The following is a memo. of the Rolling Stock on this line :—

DETAILS.	Stock on 1st January 1885	Additions of new Stock during 1885	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885	Actual Stock in running order on 31st Decem- ber 1885	REMARKS
Engines, Class O	8	..	.	8	8	
TOTAL	8	...	...	8	8	

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st December 1885.	REMARKS.
<i>Coaching Stock.</i>						
1st class carriages	12	...	...	12	12	
3rd do.	30	...	...	30	30	
Horse boxes . . . . .	...	1	...	1	1	
Brake vans	6	...	...	6	6	
TOTAL	48	1	...	49	49	
<i>Goods Stock.</i>						
Covered goods wagons	80	...	...	80	80	
Low-sided wagons	60	...	...	60	60	
Brake vans	6	...	...	6	6	
Powder van	1	...	...	1	1	
Travelling crane, 10-ton	1	...	...	1	1	
TOTAL	148	...	...	148	148	
TOTAL VEHICLES	196	1	...	197	197	

47. The following are the details of the Rolling Stock on the line at the end of the year, excluding that which was incomplete in the shops owing to want of funds :—

Burma.

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st December 1885.	REMARKS.
Engines, tank, class A	3	...	...	3	3	
„ passenger, class E	24	...	...	24	20	
„ „ „ O	3	...	...	3	3	
„ goods „ F	17	5	...	22	14	
TOTAL	47	5	...	52	40	
<i>Coaching Stock.</i>						
1st class carriages	15	...	...	15	14	
Composite, 1st and 2nd	20	...	...	20	16	
2nd class	14	11	...	25	22	
3rd class with seats	163*	59	...	222	202	
„ without seats						
Passenger brake vans	30	11	...	41	38	
Horse-boxes	8	...	...	8	7	
Luggage vans	15	...	...	15	13	
TOTAL	265	81	...	346	312	
<i>Goods Stock.</i>						
Covered goods, Military type	50	...	...	50	48	
„ wagons	961	75	...	1,036	973	
Cattle trucks	50	...	...	50	46	
Low-sided trucks	130	...	...	130	121	
Ballast wagons	125	...	...	125	111	
Powder vans	6	...	...	6	6	
Timber trucks	50	90	...	140	138	
Plank wagons	2	...	...	2	2	
Travelling cranes	2	...	...	2	2	
„ { 10-tons	6	...	...	6	6	
„ { 5 „	50	...	...	50	46	
TOTAL	1,432	165	...	1,597	1,499	
TOTAL VEHICLES	1,697	246	...	1,943	1,811	

* Includes 2 combined Post Office and third class carriages.

His Highness the Nizam's.

48. The following Rolling Stock was on the line during 1885 :—

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st December 1885.	REMARKS.
Engines, tender, class H, Düb's .	9	4	...	13	13	
TOTAL .	9	4	...	13	13	
<i>Coaching Stock.</i>						
Saloon	1	1	...	2	2	
1st class carriages	6	...	...	6	6	
Composite carriages	1	...	1	...	...
2nd class "	7	1	1	7	7	
3rd "	30	1	...	31	31	
Postal composites	4	...	1	3	3	
Brake vans	4	...	...	4	4	
Horse boxes	7	...	...	7	7	
Carriage trucks	2	...	...	2	2	
Luggage vans	1	...	...	1	1	
TOTAL .	63	3	3	63	63	
<i>Goods Stock.</i>						
Covered goods wagons	70	1	...	71	70	1 condemned awaiting replacement. 22 condemned awaiting replacement. The one shown as addition made during the year is a condemned accident van to be renewed as a ballast wagon.
High-sided open "	40	...	...	40	40	
Ballast wagons	23	1	1	23	...	
Goods brake vans	11	...	...	11	10	
Travelling crane, 5-ton	1	...	...	1	1	
Accident van	1	...	1	...	...
Travelling water tank	1	...	1	...	...
TOTAL .	147	2	3	146	121	
TOTAL VEHICLES .	210	5	6	209	184	

Bhavnagar-Gondal.

49. The following table shows the Rolling Stock on the line during 1885 :—

DETAILS.	Stock on 1st January 1885.	Additions of new Stock during 1885.	Reductions of Stock during 1885.	Total Stock on the List on 31st December 1885.	Actual Stock in running order on 31st December 1885.	REMARKS.
Engines, tank	20	...	...	20	17	
" passenger						
" goods						
TOTAL .	20	...	...	20	17	
<i>Coaching Stock.</i>						
Saloon and inspection carriages	4	1	...	5	5	
1st class carriages	9	1	...	10	9	
2nd "	8	2	...	10	7	
3rd "	74	...	...	74	70	
Combined 3rd class and Post Office van (half-and-half)	6	...	...	6	6	
Horse boxes	4	...	...	4	4	
Road vans	6	...	...	6	6	
Brake vans	15	...	...	15	15	
TOTAL .	126	4	...	130	122	
Carried over .	126	4	...	130	122	

DETAILS	St 1 m 1st Jan 1885	All ti n of ne y St cl dur g 1885	Re luct or s f St 1 dur g 1885	Total St 1 of the I 1 t 1 31st Dec 1 1er 1885	A fuel S kin run in 2 or 1 r on 31 (1) m 1 r 1885	REMARKS
Brought forward	126	4		130	122	
Goods Stock						
Covered goods wagons	153			153	152	
Powder vans	2		.	2	2	
Low-sided wag ns open	369	.	.	369	363	
Cattle trucks	6			6	6	
Bogie wagons		10		40	10	
Timber trucks	16	...	.	16	16	
Travelling cranes 10-ton	2			2	2	
Brake vans	7	..	...	7	7	
Store vans	1			1	1	
TOTAL	556	10		596	589	
TOTAL VEHICLES	682	41		726	711	

During the year one second class (old pattern) carriage has been altered into an inspection carriage, and also one into a double compartment first class. Four new second class carriages which were in hand last year have been completed. There are still 20 third class carriages to be fitted with the standard sun-shades, the work is being carried out.

Two old pattern three compartment second class carriages have been dismantled, and the frames are being used to make carriage trucks suitable for passenger trains. Four low-sided and six cattle trucks have been fitted with foot-boards to make them available for passenger trains.

CHAPTER IV.

CAPITAL.

The following paragraphs detail the Capital transactions of the several railways in 1885.

- The old Capital account having been closed on the 31st December 1879, the transactions since that date may be thus stated:—

	£
The Capital stock on 1st November 1879	26,200,000
25 per cent added thereto by the Purchase Act	6,550,000
Debenture stock on 31st December 1879	1,500,000
Debenture debt	2,950,000
	<hr/>
	37,200,000
Excluding the stock held in terminable annuity	27,623,386
	<hr/>
The balance is	9,576,614
Less—	
Value of stores received from the old Company on 31st December 1879	£ 766,534
And cash and other assets of the old Company on 31st December 1879	82,217
	<hr/>
	848,751
Add—	
Amount of overdrawn Capital on 31st December 1879	264,527
	<hr/>
	264,527
Total on the 1st January 1880	<u>8,992,390</u>

Since then, £2,950,000 of debentures have been paid off, costing R3,51,66,835, on which sum the Undertaking pays interest at 4½ per cent. per annum

Additional Expenditure—The expenditure from Capital and Capital Advance Accounts from the 1st of January 1880 to the 31st of December 1885, and during the year 1885, has been as follows:—

	1st January 1880 to 31st December 1885	1885	
	R	R	R
I.—Preliminary expenses	17,919	Nil	
II.—Lands	3,56,756	80,614	
III.—Construction of line	28,28,620	11,53,696	
IV.—Ballast and permanent-way	47,61,572	4,67,778	
V.—Stations and buildings	36,83,801	9,50,976	
VI.—Plant	5,04,326	89,272	
VII.—Steam ferries	Nil	Nil	
VIII.—Rolling-stock { Locomotive R 8,56,212 Vehicles „ 40,30,576 }	48,88,788	3,45,020	{ Cr. 3,08,373 „ 6,58,393 }
IX.—Establishment	4,01,568	1,17,017	
X.—Collieries	5,57,606	46,828	
XI.—New minor works	10,421	3,804	
XII.—Maintenance	Nil	Cr. 256	
	<hr/>	<hr/>	
TOTAL	1,80,14,407	32,54,749	

Expenditure on the Hooghly Bridge.—The expenditure on the Hooghly Bridge up to December 31st, 1885, amounted to Rs2,02,176, and the expenditure during the year 1885 was Rs13,01,564.

3. The total Capital outlay to end of 1885, including suspense and the charge of Rs20,46,313 for exchange on payments in England prior to 1st January 1885, added to Capital account on that date, amounted to Rs11,30,69,472. The expenditure under final heads of account during the year 1885 was Rs32,86,207, incurred principally on "Stations and Buildings" and "Rolling Stock."

The budget grants originally assigned for Capital expenditure during 1885-86 underwent certain alterations in the course of the year, and the amounts finally passed by the Government of India on the revised estimates stood as under:—

	R
Rajputana-Malwa	11,00,000
Rewari-Ferozepore	5,10,000
Holkar State	50,000
TOTAL	16,60,000

The exact outlay against these grants cannot be given at this date, as the accounts for 1885-86 have not yet been finally closed; but it may be stated approximately as follows:—

	R
Rajputana-Malwa	11,20,000
Rewari-Ferozepore	1,35,000
Holkar State	10,000
TOTAL	12,65,000

The figures of the Rajputana-Malwa and the Holkar State Railways work out very closely to the final grants for those lines, and appear to call for no remarks here, but there is likely to be a lapse of about Rs75,000 on the grant for the Rewari-Ferozepore line owing to short expenditure on works of construction.

The Capital outlay on the Rajputana Section during the calendar year 1885 was Rs15,10,178, of which Rs1,65,410 was incurred in England, leaving a net debit against the Indian grant of Rs10,71,768.

The principal works on which outlay was recorded were —

Overbridge at Delhi.
New Station Building, Ajmere.
Quaints for Locomotive, Carriage and Wagon Departments
Sujit Quarry Siding.
Machinery and Tools for new Carriage and Wagon Shops
1,000 bogie Wagons.
10 F Class Engines.

The whole of the outlay on the Holkar State Railway during 1885 was from the Indian grant, and amounted to Rs69,671. This outlay was incurred chiefly under "Construction of Line" and "Stations and Buildings," a sum of Rs15,085 having been spent under the former on "replacing girders of Choral bridge, No. 3."

Similarly, the whole of the expenditure incurred on the Rewari-Ferozepore Railway was from the Indian grant. The net outlay amounted to Rs8,11,058; but excluding the reduction in suspense balances, amounting to Rs6,50,371, the gross outlay was Rs14,61,429.

The reduction in the suspense balances was effected by the issue of materials to works, and the transfer of the stores balances to the Rajputana-Malwa Railway.

4. The Capital outlay including suspense at end of 1885 stood at R1,02,63,278. The expenditure debited to final heads in 1885 was R42,242, but owing to a reduction in the suspense balance from R38,141 to R9,739, the net outlay has been only R13,840. Of the expenditure charged to final heads R39,378 were due to the erection of fencing.

Southern Mahratta.

5. The Company's Capital at the close of December 1885 stood as under—

	£	R
Capital Authorised	5,000,000	6,00,00,000
Capital Subscribed	4,047,920	4,55,75,040
Capital Expended—		
Final Heads	2,769,781	3,32,37,377
Suspense	255,225	30,62,699
TOTAL	3,025,006	3,63,00,076

The outlay charged to final heads of account during the year 1885 amounted to R1,22,25,814.

Of the amount shown above as gross outlay to end of December 1885, R1,96,09,287 represent the outlay at that date on the 316 miles of railway then open to traffic.

The amounts payable by the State on account of the subsidy amounted for the year—

	R
In India to	1,542
„ England to	18,34,352
TOTAL	18,35,894

the total amount paid and payable up to date being R44,63,585.

Exclusive of the contribution to the Provident Fund, the State has been recouped in all to end of 1885 R1,17,948, which sum represents the excess of earnings over expenses in working open mileage which, under the conditions of Clause 42 of the principal contract, is the property of Government (under certain restrictions not yet realized) up to June 1889.

Eastern Bengal

6. The Capital expenditure to end of 1885, including suspense, amounted to R4,80,31,132.

The Capital transactions for 1885 were as follows :—

PARTICULARS.	Amount.	Total.
<i>Expenditure.</i>	R	R
On main Construction heads	17,88,371	
On Rolling-stock and Flotilla	3,66,216	
On Stores—		
English	5,60,575	
Indian (net)	64,478	
		27,79,640
Decreases in Suspense Accounts and increase in Liabilities . . . . .	...	2,45,034
Gross outlay . . . . .	...	30,24,674
<i>Credits.</i>		
For Stores used on Revenue works	9,12,152	
Capital works or sold	3,25,341	
		12,37,493
Net outlay . . . . .	...	17,87,181

The net outlay was made up as follows :—

	R
Indian outlay (less overdrawn Capital)	12,26,606
English outlay on Stores	5,60,575
	<hr/>
TOTAL	17,87,181
	<hr/>

The principal works in progress were enumerated in Part I. They were new stall quarters at Narauldanga, of which five double-storied blocks were built; the new alignment at Goalundo, 7 miles in length, with semi-permanent station-yard, buildings, and quarters, and a new station, and jetty at Diamond Harbour Creek, with an extension and addition to the line and sidings.

7 The total Capital outlay to 31st December 1885, including the suspense balance on that date, was R66,65,755.

Wardha Coal

The expenditure for the year was as follows :—

	R
I.—Preliminary expenses . . . . .	...
II.—Land . . . . .	..
III.—Construction of line	632
IV.—Ballast and Permanent-way	3,876
V.—Stations and buildings	17,053
VI.—Plant	5,959
VIII.—Rolling stock	6,419
IX.—Establishment	1,605
X.—Warora Colliery works	11,686
Suspense	—2,106
	<hr/>
TOTAL	45,111
	<hr/>
Expenditure in England	46,030
Do. in India	—916

The expenditure incurred was chiefly on the following works :—

For the Railway; shed and engine pits for repairing locomotives at Warora, Permanent-way Inspectors' quarters at Ringanghāt, and Station Masters' quarters at Nāgri; for the Colliery; water-supply and winding engines at Nos. 4 and 5 pits, and erection of two 30 H.-P. engines at the same.

8. The Capital expenditure on the Sind, Punjab and Delhi Railway from commencement of operations to end of 1885 was R12,32,37,231. The expenditure during 1885 was as follows :—

	R
Cash outlay on Engineering Works	6,59,147
Do. Locomotive do.	58,163
Expenditure on stores :—	
In England	23,75,293
In India	20,12,517
	<hr/>
	43,87,810
	<hr/>
Gross outlay	51,05,120
Less credits—	
Stores chargeable to Revenue	34,43,779
Do. expended on Capital works	6,22,037
	<hr/>
	40,65,816
	<hr/>
Net outlay	10,39,304
	<hr/>

The following shows the state of the Capital account of the railway on December 31st, 1885 :—

	R
Capital raised	12,08,69,267
Do. expended	12,30,05,918
Balance due to the Secretary of State	21,36,651

The amount of interest due to the Secretary of State on overdrawn Capital was:—

	R
Prior to 1885	51,159
During 1885	67,530
TOTAL	1,18,689

The works on which expenditure was incurred were chiefly those enumerated in Part I of this Report : and additional sidings at roadside stations, eight additional 3rd class carriages and ten brake vans were completed.

During the half-year two of the flotilla flats were sold at Kurrachee for R4,480. There were still remaining laid up three steamers and three barges. One steam tug and barge are employed on the Sutlej Ferry at Ferozepore.

9. The total Capital outlay on the Punjab Northern, including the Salt Branch (metre-gauge), to end of 1885 was R7,40,83,595, and on the Sind-Sagar, Eastern Section, R9,99,869.

Late Punjab Northern.

The expenditure during 1885 was as follows :—

	R
Punjab Northern	2,37,829
Sind-Sagar, Eastern Section	9,99,869
	12,37,698

The chief works on which the expenditure was incurred were—

Improvements to watering and station arrangements at Wazirabad.

Alterations and training works at the Chenab Bridge.

Improvements to station arrangements and staff quarters at Ráwalpindi.

Conversion of the Salt Branch from narrow to broad gauge.

10. The total Capital outlay including suspense to end of 1885 was R8,77,92,761.

Late Indus Valley

The net expenditure on final Capital heads during the year under review was R12,73,968. The outlay was chiefly incurred on—

	R
Bridge over Indus	2,29,979
Fencing line, Northern Division	36,999
New crossing stations	49,683
Additional sidings, Rindli and Pir-Chowki	30,047
Station Masters' quarters and out-houses, Sibi	6,128
Engine sheds, Khánpur and Sibi	72,009
Erecting engine turntable at Sibi	5,400
Cost of new machinery for workshops	23,011
Increases to Rolling Stock	9,24,736

11. The total expenditure from the commencement of operations to end of 1885 amounted to R14,17,438. The expenditure during 1885 was R1,27,118

Bareilly-Filibheet.

mainly on ballast and permanent-way and stations and buildings, and R38,000 are estimated as still required to complete the open line.

During the rains of 1885, the Deoha river partially changed its course and threatened to outflank the west abutment of the bridge, rendering training works and spurs necessary. These were well in hand at the end of the year and will be completed before the ensuing rains. Large quantities of boulders were also thrown round the piers where there had been considerable scour. The ballasting of the line is still incomplete, as rolling stock could not be spared to lead it out.

12. The total Capital expenditure, including suspense, to end of 1885 amounted to R1,70,09,087. The outlay of the year, R16,04,779, was on the Kosi Extension and Gunduk Bridge works, the progress on which is given in Part I.

13. The total Capital outlay, including suspense, to the end of December 1885, was R2,17,53,435. The amount expended during the calendar year was R5,81,814, thus making the average cost per open mile, exclusive of Steam Boat Service and Suspense accounts, R83,572.

The principal works on which this expenditure was incurred were—ballasting, 411,000 cubic feet of which was debited against Capital, providing additional sleepers on main line, staff quarters at Gara, additional tanks at Ráninagar, Birámpur, and Domár, and completion of tank, pump, and engine-house at Nattore, besides additions and improvements to level crossings, and stations and offices.

Eight new F class locomotives, and three O class, were added to the stock; also 6 new coaching vehicles, 100 iron covered goods, and 2 goods brake vans.

14. The total Capital outlay, including Steam Boat Service and Suspense, to the end of December 1885 amounted to R9,61,539, the expenditure during the year being R38,972.

No engineering works of any importance were in progress during the year. Four new 3rd class carriages to carry 40 passengers each, two new 3rd class, each to carry 30 passengers, and one brake with central closed compartment for luggage, were built in the workshops at a cost of R9,147.

15. The total Capital cost of the line from the commencement of operations to the 31st December 1885 has been R56,54,231, or R63,003 per mile.

The expenditure of the year was on the completion works of the line generally, which was opened for through goods traffic on the 1st August 1885.

16. The total Capital expenditure to end of 1885 was R1,12,39,988. The expenditure in 1885 amounted to R6,33,617, of which R1,12,513 was on the Bithur branch, and R5,21,104 on the main line; for completion of works on the Farukhabad-Háthras section; fencing Farukhabad to Cawnpore; new rolling stock; charges for additional bridging over the Kali Nadi; and minor works.

The 62 coaching vehicles commenced in 1883 were completed during the year, and the under-frames, &c., of 70 new 12-ton bogie wagons had been received and were being erected.

17. The Capital expenditure to end of the year amounted to R55,83,671, and that during the year to about R3,00,000, mainly on account of adjustments of the construction accounts of the line. The revised estimates sanctioned amounted to R62,04,851 for 64.79 miles of line, exclusive of R5,35,000 on account of indirect charges. About a mile of the line at Amritsar was constructed by the Sind, Punjab and Delhi Railway Company, and its cost

is not included in the above figures. Since the close of 1885 further claims preferred by the contractors have been settled by a lump sum payment.

18. The total Capital expenditure on the line to end of 1885 was R1,07,69,020, the outlay for the year amounting to R6,19,540, of which R2,35,252 was incurred on the open line, and R3,68,515 on the Kanhán Bridge.

Nagpur-Chhattisgarh.

19. The Capital outlay from commencement of operations to end of 1885 amounted to R2,72,85,344 as detailed below:—

Burma.

ACCOUNT HEADS.	Irrawaddy Railway.	Sittang Railway.	TOTAL.
	<i>R</i>	<i>R</i>	<i>R</i>
Preliminary expenses	56,589	2,30,796	2,87,385
Land	2,27,054	44,604	2,71,658
Construction of line	38,69,984	52,70,229	91,40,213
Ballast and permanent-way	43,11,512	32,21,208	75,32,720
Stations and buildings	19,27,529	10,67,765	29,95,294
Plant	4,05,987	3,19,843	7,25,830
Rolling stock	21,74,910	13,87,790	35,62,700
Establishment	10,83,139	9,50,480	20,33,619
Total Final Heads	1,40,56,704	1,24,92,215	2,65,48,919
Suspense . . . . .	...	7,53,251	7,53,251
TOTAL	1,40,56,704	1,32,45,466	2,73,02,170
Less receipts on Capital account	6,239	10,587	16,826
TOTAL OUTLAY	1,40,50,465	1,32,34,879	2,72,85,344

The expenditure during the year 1885 is noted below:—

ACCOUNT HEADS.	Irrawaddy Railway.	Sittang Railway.	TOTAL.
	<i>R</i>	<i>R</i>	<i>R</i>
Preliminary expenses . . . . .	...	...	...
Land . . . . .	...	24	24
Construction of line	1,40,675	7,72,387	9,13,062
Ballast and permanent-way	4,471	2,86,963	2,91,434
Stations and buildings	21,291	2,06,170	2,27,461
Plant . . . . .	...	29,810	29,810
Rolling stock	62,595	4,95,971	5,58,566
Establishment	3,531	1,02,349	1,05,880
Total Final Heads	2,32,563	18,93,626	21,26,189
Suspense . . . . .	...	4,75,936	4,75,936
TOTAL	2,32,563	14,17,690	16,50,253
Less receipts on Capital account . . . . .	...	1,998	1,998
TOTAL OUTLAY	2,32,563	14,15,692	16,48,255

The general estimate of the Sittang Railway was closed on the 31st December 1885, after which date the Capital accounts of both lines were amalgamated.

The suspense balance has been reduced during the year by R4,75,936, of which sum R3,54,899 is due to stores issued to Revenue and Capital works. The other suspense heads have been considerably reduced by adjustments of outstandings.

20. The total Capital expenditure on the Jorhát Railway to end of December 1885 was R5,14,611, and the outlay incurred during the calendar year 1885, R76,604.

Jorhat.

The outlay of the year has been in completing the works on the main line and branches. Three guards' vans and 20 low-sided bogie wagons were added to the open line stock.

21. The total Capital expenditure to 31st December 1885 was R11,50,16,840 and the net Capital outlay during the year, R2,79,795. The following are the principal works on which this expenditure was incurred:—

Madras

	R
Reconstruction of the Kalpathi bridge	13,547
Alterations and additions to stations	35,013
Extension of the block system	40,194
Assistant Traffic Manager's quarters at Jáláipet	11,878
Reconstruction of the Penná bridge	57,386
Strengthening girders and laying new permanent-way over Pálái bridge	39,813
Sidings at Tirupati for the Cuddipah-Nellore State Railway	10,528
Locomotive Department for stock, plant, &c	72,750

22 The total Capital expenditure from commencement of operations to end of the year 1885 was R1,66,98,660, and the net Capital outlay during the year, R7,18,617, incurred chiefly on the following works —

South Indian

	R
Rectification of the alignment of the Beach line, Madras, including cost of permanent-way materials on the extension	51,722
Enlargement of the Vikiyáandi bridge	14,523
Protective works to bridges	36,381
New bridge in 95th mile	12,090
Stores shed, &c., at Negapatam	33,365
General offices, Trichinopoly	71,116
Engineering workshops at Trichinopoly	20,456
Additions of five spans to the five 30-foot girder bridge at 25 ¹ / ₂ miles	17,882
Additional Locomotive accommodation at Cuddalore Old Town	15,699
Rolling stock	3,30,916

The rectification of the alignment of the Beach line, Madras, has made considerable progress; the new girder bridge of two 50-feet spans across the Buckingham canal to replace the temporary wooden structure is nearly completed, and will, it is expected, be opened for traffic at the end of June.

Additional through sidings have been laid in at Kódambákam and Chetpat to enable trains to cross at those stations, and additional sidings have been provided at Pallávaram to facilitate the working of the stone traffic for the harbour works. Extra sidings have also been given at Kolatúr, Nellikuppam, Virudupati, and Kumbakónam, and the wharf siding at Cuddalore Old Town has been extended to meet the requirements of trade.

Permanent waiting sheds have been erected at the Beach, Fort, Park,

Chetpat, and Kódambákam stations. Additional water-columns and ashpits have been erected at certain watering stations, in order that engines may water when running in either direction, without detaching. An overbridge passing over both the South Indian and Madras Railways has been erected at Arkónam, and the platform of the former extended to meet it; an additional goods shed has been built at Panruti.

With regard to the flood damages of December 1884, the following is the progress made in restoring damaged bridges and in providing additional water-ways.

The bridge of eleven 40-foot spans in the Karunguli valley has been restored with the piers raised 4 feet; and work has been commenced for adding eleven more spans of the same size to the existing bridge.

In the Pálár valley, where over a mile of line was completely wrecked, the bank has been lowered to the level of the surrounding country to admit of abnormal floods passing over the line, which will be pitched. The Vikravándi bridge, in the 93rd mile, is still in process of reconstruction, the work having been stopped entirely during the monsoon. This bridge is being enlarged by one span of 120 and one of 30 feet. In the 98th mile, where some large breaches occurred, a new bridge of ten 30-foot spans is being constructed, and is now only awaiting the girders from England. At the 123rd mile, the line has been lowered for about $1\frac{1}{2}$ miles to the level of the surrounding country and pitched; between Cuddalore New and Old Town stations portions of the line have also been lowered. At 127 miles 7 chains the line will be permanently diverted to the west, the 70-foot bridge abandoned, and a new bridge of 150-foot span constructed; this work has just been commenced. Work has also been commenced at the Corayar bridges in the 252nd mile, which are to be enlarged by the addition of five 30-foot and four 25-foot spans, respectively.

The Gingee bridge, on the Pondicherry Branch, consisting of seven 150-foot spans, is being restored; the piers have been raised 7 feet, and the new girders sent out from England are in process of erection. Several small culverts have been replaced by bridges varying from 8 feet to 25 feet in span, and the piers of some of the large bridges are to be raised from 3 to 5 feet to ensure the girders being well above the level of abnormal floods.

The Capital expenditure incurred to 31st December 1885 on works damaged by the floods of 1884 was R1,00,153. It is estimated that the sum to complete the amount chargeable to Capital for works rendered necessary by these floods is R10,28,000.

23. The total Capital outlay to 31st December 1885 amounted to
Great Indian Peninsula R26,85,97,962.

The Company's Capital Account with Government was overdrawn during the month of May to the extent of £60,045, but in the following month the overdrafts were covered by the issue of £500,000 four per cent. debentures which were placed at par. This was the only change in the state of the Company's Capital during the past year which at 31st December 1885 stood as under:—

	£	R
Capital Authorised	26,666,666	29,09,09,084
Capital Subscribed	24,701,661	26,91,72,698
Capital Expended—		
(a) Final Heads	23,771,345	25,93,23,757
(b) Suspense	850,294	92,75,936
Amount expended on way and works	20,038,326	21,85,97,737
Do. rolling stock	8,733,219	4,07,26,020
Cost of way and works per mile*	15,554	1,69,686
Do. of rolling stock do.*	2,898	31,613

* Exclusive of State lines

The subscribed Capital as above quoted is composed of the following :—

	£
Stock and Shares at 5 per cent.	20,000,000
Debenture Stock at 4 do.	2,701,450
Debentures at 4 do.	1,108,800
Do. at 3½ do.	820,500
Not bearing interest	71,414
TOTAL .	24,701,664

It should be mentioned, however, that on the last day of the year the sum of £39,500 was advanced to the Company to pay off matured debentures. This sum was not advised to the Company's Auditor in this country and therefore did not appear in the printed accounts for the year, and as it was not known to what particular denomination of debentures the sum related, it was accordingly omitted from the accounts for the year.

The net amount of Capital withdrawn during the year was R19,45,716 and consisted of payment to the Company in England of R77,73,651 reduced by refunds to Government in India of R28,27,935. This net withdrawal was applied as follows :—

	R
Charged to Construction	28,90,251
Do. Stores Suspense	20,21,643
Add—Decrease in the balance of the Capital Advance Suspense Account	30,822
TOTAL .	19,15,716

The final result of the year's transactions in respect of Capital deposited and withdrawn, including the advance of £39,500 already mentioned, was an increase of £7,537 in the amount standing at the Company's credit in the hands of Government at the close of the year, *viz.*, £54,860.

The principal Capital Works on which expenditure was incurred during the year are enumerated in the following table :—

	Cash	Stores.	Total.
	R	R	R
Boi Bandar Administrative Offices	3,89,139	13,110	3,02,249
Byculla new Overbridge	1,14,251	31,885	1,49,136
Igatpuri additional Staff quarters	46,925	7,028	53,953
Dhond and Manmál permanent Staff quarters	72,865	13,323	86,188
Doubling line beyond Bhusával	90,940	55	90,995
Lanowh additional Staff quarters	26,084	24,602	50,686
Wadi Bandar, works at	30,733	5,616	36,349
Erection of 100 3rd class carriages	33,269	1,52,842	2,16,111
Converting 1,000 open wagons as 10-ton covered Goods	4,800	23,760	28,560

24. The total Capital outlay including suspense accounts stood at R9,23,71,412 on the 31st December 1885.
Bombay, Baroda and Central India.

The state of the Company's guaranteed Capital remained unchanged during the past year. The transactions of the twelve months under report were therefore met from further overdrafts of the Company's account with Government, which at the commencement of the year stood overdrawn in the sum of £503,643. The net withdrawals during 1885 amounted to R19,89,027 or £182,328, and thus increased the overdrafts to £68,597 as at 31st December 1885. Under standing orders interest on the above sum amounting to R2,82,757 was adjusted by credit to the Civil Department, after deduction from the Surplus Profits realised during the two halves of the past year.

The main features of the Capital Account on 31st December 1885 are given below in the usual summary:—

	£	R
Capital Authorised	9,475,000	10,33,63,636
Capital Subscribed	7,771,070	8,47,75,312
Capital Expended—		
On Construction Account	8,169,700	8,91,21,003
On Stores Account	309,033	33,71,265
On Suspense Account	—21,692	—2,36,633
TOTAL	8,457,011	9,22,58,635
	£	R
Expenditure on way and works	6,860,139	7,48,37,886
Do on rolling stock	1,309,561	1,42,86,117
Cost of way and works per mile	15,614	1,70,668
Do. of rolling stock per mile	2,956	32,580

The transactions with Treasuries during the year resulted in a net withdrawal of £182,328 or R19,89,027, which sum was applied as follows:—

	£	R
To Construction Account	149,916	16,35,783
„ Stores Suspense Account	25,516	2,78,318
Add—Decrease in Cr. balance of Capital Advance Account	6,860	71,896
Net Withdrawal	182,328	19,89,027

The expenditure on Construction Account was incurred principally under the following heads:—

	R
Large bridges	1,60,892
Ballast and permanent-way	3,39,070
Stations and buildings	2,10,059
Rolling stock	8,32,728

The outlay under Bridges had reference to the work of strengthening existing structures, while that under the succeeding head was incurred chiefly on doubling the road over three different sections of the line. The construction of a new station at Elphinstone Road, to meet the wants of the local and suburban traffic, the station alterations necessitated by the extension of the double line, and the subsidiary works at the Company's new Goods terminus at Bombay, comprised the principal works under Stations and Buildings in progress during the year.

25. The total Capital expenditure, including suspense, to end of 1885 Oudh and Rohilkhand. amounted to R8,56,47,117.

The capital transactions during the calendar year 1885 were as follows:—

	R	R	R
Outlay on Engineering works	65,99,695		
„ on Rolling stock	10,69,380		
		76,69,075	
„ on Stores—			
English	28,79,953		
Indian net	20,57,893		
		49,37,846	
			1,26,06,921
Decrease in suspense accounts and increase in liabilities			5,43,595
		Gross outlay	1,20,63,326
Credits—For stores used on Revenue Works	14,04,513		
Capital Works and Sold	43,67,768		
			57,72,281
		Net outlay	62,91,045

The following shows Capital raised, expended to date, and balance in hand:—

	R	R
Nominal Capital raised	8,80,00,000	
Add Premium (including proceeds of forfeited shares)	1,96,715	
	<hr/>	8,81,96,715
Deluct discount		<hr/> 4,35,607
Balance of Capital received into Govern- ment Treasury		8,77,58,108
Capital withdrawn from Treasury		8,54,31,426
Capital undrawn		23,23,682

The state of the new line and works on which the above Capital was expended are fully described in Part I.

During 1885, 16 engines, 42 coaching vehicles, and 197 goods vehicles (including therein 6 portable cranes) were added to the Rolling stock.

26. The total Capital outlay from commencement of operations to 31st December 1885, including interest on capital during construction, amounted to R2,01,86,980, and the expenditure incurred in 1885 to R19,39,552. In addition to the large works on the line and its branches described in Part I, the following have been the more important Capital works in progress during the year.

The following bridges were finished and opened for traffic:—

	Sums	Feet
Mah Bridge	5	60
Nimha „	3	60
Loop Line Bridge	10	20
Gungu „	1	10
Suknai „	7	20
Choti Gundak Bridge	7	50
Majhni „	3	60
Phend „	1	60
Turi „	3	60
Domingah „	7	80
Rohm „	5	80
Ami „	5	80
Kutnaia „	3	60
Kom „	5	80

Permanent stations and offices were completed at Gorakhpur and Kutra, and considerable additions made to the staff quarters at the same stations. Buildings for the ferry staff at Digha were also in hand and nearly ready for occupation.

The Ganges Ferry Flotilla, consisting of the Steamers *Sonepore* and *Patna* and the Steam-launch *Digha* with 8 flats and 2 landing stages was completed during the year and has been at work since the beginning of July.

Two hundred covered wagons have been added to the Rolling stock. These are being erected at Sonepore and are nearly all finished and in use.

27. The total Capital expenditure stood at R21,71,124 on 31st December 1885. The outlay during 1885 amounted to R2,40,549, and was incurred in completing the works of the Line and for Rolling stock. A further expenditure on Capital Account of about R50,000 is anticipated next year.

The total outlay on final heads to the end of the year, R20,66,024, gives a Capital cost per mile of R37,564.

During the year the earthwork, bridging and works generally have been finished. A great deal of ballasting has been done, and the line is now

The surplus account was decreased by Rs35,434.

31. No separate books have been maintained for the Open and Construction lines for Capital expenditure. The total expenditure on Capital Account up to 31st March 1886 is as follows:—

	R
Purchase money (line from Wadi to Secunderabad)	2,04,26,531
Preliminary expenses	1,59,883
Construction of Line	7,02,524
Ballast and Permanent-way	21,31,837
Stations and Buildings	2,16,167
Plant	1,35,611
Rolling Stock	4,16,670
Establishment	2,83,973
General Contingencies	28,026
Total Final Heads	2,15,05,152
Suspense Account	11,75,620
	2,56,80,772
Less receipts on Capital Account	419
Net expenditure	2,56,80,353

During the year under review improvements to works on the open line estimated to cost Rs2,322 were completed, and works of improvement estimated to cost Rs1,712 were in progress.

Several works commenced, but not completed at the time of taking over charge of the Open Line from the State Agency, were finished during the year.

Three H class Engines at a cost of Rs91,021 were purchased at the expense of Capital, and 28 ballast wagons were constructed.

32. The total Capital outlay, including suspense from the beginning of operations to 31st December 1885, amounted to Rs96,25,031, of which Rs67,11,021 is the share of the Bhavnagar State, and Rs28,51,007 that of the Gondal State. The length of the line being 193 21 miles, the outlay per open mile amounts to Rs48,551.

The expenditure during the year amounted to Rs3,32,991, and the accounts of the line record expenditure on the construction of bridge openings, providing quarters for plate-layers, erection of permanent offices, staff quarters, water-tanks, water stand-posts, &c, at Ghadochi and Dhola, and construction of 4 new second class carriages and 10 bogie wagons.

33. The total Capital expenditure to end of 1885 amounted to Rs64,89,346, that for 1885 was Rs2,21,726. To end of March 1886 the Survey expenditure on the different connected projects has been as follows:—

	R
Mysore-Nanjangud Survey	7,762
Birur-Shimoga	1,963
Doddabeli-Hindupur	10,061
Bangalore-Hindupur	10,123
Gubbi Harihar	3,17,531
TOTAL	3,48,010

Two more bays have been added to the engine-shed at Bangalore so as to afford accommodation for 4 more engines.

Six new engines, N class, were added to the stock, and two powder-vans have been constructed.

31. The construction of this line was finally completed about end of June 1885. The actual Capital outlay to December 31st was R12,20,206. This will probably be slightly reduced by credits for returned stores and plant not fully adjusted. The cost per mile amounts to R81,346 not including Rolling stock. The high rate per mile is partly due to the cost of the expensive terminal station at Patiala being distributed over such a short length of line.

35. The following statement, although in some respects incomplete, gives interesting comparisons, and shows the progress of Indian Railways at intervals of 10 years. The same information is given for each Railway separately in the statements on pages 62 and 63.

No of Railway	Miles of Railway open	CAPITAL EXPENDITURE		NUMBER OF PASSENGERS CARRIED		TONS OF GOODS CARRIED		GROSS EARNINGS		WORKING EXPENSES		NET EARNINGS		Percentage of expenses to earnings	Percentage of capital outlay
		Total.	Per mile open.	Total.	Per mile open.	Total.	Per mile open.	Total.	Per mile open.	Total.	Per mile open.	Total.	Per mile open.		
		R	A	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)		
1	170	1,67,81,487	2,75,233	147,906	5,37	21,115	203	8,12,770	1,791	4,51,519	2,671	3,58,251	2,107	55.02	0.77
2	3,361	61,52,09,769	1,90,083	13,127,691	3,937	2,511,331	712	12,183,967	12,070	22,127,127	6,673	2,01,58,633	5,997	52.07	1.26
3	6,001	1,00,96,00,933	1,68,291	27,871,330	4,630	17,85,863	730	7,11,37,273	12,173	3,97,17,987	6,114	1,93,81,286	6,059	50.23	3.96
4	12,210	1,56,38,30,397	1,28,079	81,21,000	6,651	13,108,000	1,565	17,88,01,111	11,614	9,81,11,010	7,211	9,01,10,631	7,123	49.21	5.7

N B—Steam boat transactions excluded

1) Includes Indian Railway only
2) Includes Calcutta and South Eastern and Nishat Railways

(a) Includes Nishat Railway
(b) Includes Calcutta, Muttra-Hathras, and Gwalior Railways
(c) Includes Calcutta, Muttra-Hathras, Bhamoan, Amraoti, and Gwalior Railways

Statement showing the progress of Indian Railways at intervals of ten years.

RAILWAYS.	MILES OF RAILWAY OPEN.				CAPITAL EXPENDITURE.				NUMBER OF PASSENGERS CARRIED.				TONS OF GOODS CARRIED.			
	1855.	1865.	1875.	1885.	1855.	1865.	1875.	1885.	1855.	1865.	1875.	1885.	1855.	1865.	1875.	1885.
					R	R	R	R								
East Indian . . .	120½	1,127½	1,503½	1,515	4,78,84,817	25,63,90,205	32,27,95,353	34,41,03,024	647,060	4,240,619	6,880,188	11,838,680	24,445	752,768	1,678,624	4,038,122
Rajputana-Malwa	435½	1,411½	...	...	2,61,38,220	10,86,64,344	...	...	1,181,240	5,080,976	...	...	236,195	1,202,404
Sindia	75	...	...	...	80,20,709	...	...	...	276,532	...	...	...	158,970
Dhond-Manmad	145½	...	...	...	1,02,53,539	...	...	...	(a)	...	...	...	(a)
Southern Mahratta	316	...	...	...	1,82,96,274	...	...	...	502,598	...	...	...	173,948
Eastern Bengal	111½	167½	233½	...	1,84,72,122	3,18,80,302	4,66,96,537	...	1,199,488	1,811,556	4,690,129	...	100,732	245,417	651,848
Wardha Coal	18	45	...	...	12,67,270	55,09,317	...	...	13,389	120,265	...	...	...	114,087
Punjab Northern	62	446½	...	...	54,06,931	7,30,51,255	...	...	265,170	2,112,480	...	...	(b) 15,761	380,956
Indus Valley	652½	...	...	...	8,40,19,990	...	...	...	1,868,209	...	...	...	934,261
Patna-Gya	57½	...	...	...	40,03,312	...	...	...	620,020	...	...	...	96,999
Biddarnagar-Ghazi- pur	12	...	...	...	7,04,814	...	...	...	120,296	...	...	...	30,326
Bareilly-Pilibhet	36	...	...	...	14,17,436	...	...	...	85,199	...	...	...	28,096
Calcutta and South- Eastern	28	28	(c)	...	(d)	69,07,090	(e)	...	332,236	489,269	(c)	...	21,154	32,187	(c)
Nalhati	27½	27½	27½	...	(d)	2,71,690	3,17,963	...	(d)	81,065	122,042	...	(d)	11,702	11,537
Tirhoot	41	226	...	...	16,64,126	1,39,49,096	...	...	(e)	1,462,458	...	...	(e)	194,524
Northern Bengal	249½	...	...	...	2,08,30,461	...	...	...	906,084	...	...	...	265,551
Kaunia-Dharla	37	...	...	...	8,00,409	...	...	...	82,191	...	...	...	4,255
Dacca	85½	...	...	...	53,94,321	...	...	...	261,020	...	...	...	90,373
Cawnpore-Achnera	29	253½	...	...	9,55,963	1,09,14,403	...	...	(f)	1,020,074	...	...	(f)	157,016
Amritsar-Pathankot	61½	...	...	...	55,17,562	...	...	...	559,157	...	...	...	72,383
Nagpur-Chhattis- garh	119	...	...	...	1,05,04,385	...	...	...	750,422	...	...	...	233,408
Burina	327	...	...	...	2,65,32,092	...	...	...	2,881,311	...	...	...	234,608
Jorhat	30	...	...	...	5,09,608	...	...	...	3,097	...	...	...	3,427
Madras	609	858	890½	...	8,35,47,040	10,63,19,302	11,22,08,759	...	1,750,863	2,739,208	5,543,910	...	353,007	415,323	891,117
South Indian	99½	282½	664	...	1,04,58,115	2,06,06,170	4,40,22,688	...	387,881	1,558,251	6,313,078	...	88,284	121,246	1,134,744
Great Indian Penin- sula . . .	40½	703½	1,256½	1,284½	89,01,840	14,20,37,920	23,60,65,870	25,93,23,757	(d)	3,133,045	3,443,877	8,975,377	(d)	1,025,844	945,132	2,365,412
Bombay, Baroda and Central India	305½	430½	461	...	5,91,46,200	8,13,99,633	8,99,20,405	...	1,477,280	4,647,952	10,438,346	...	119,350	386,950	1,325,518
Oudh and Rohil- khand	511½	608	...	...	5,94,05,050	5,94,22,090	...	...	2,382,237	2,959,102	...	...	296,162	968,071
Sind, Punjab and Delhi	349½	663½	693	...	4,51,58,167	10,36,23,458	11,59,78,523	...	597,262	2,253,245	4,870,289	...	(g) 80,152	393,140	2,055,326
Bengal Central	125½	...	...	...	85,58,421	...	...	...	1,160,079	...	...	...	37,894
Deoghur	4	...	...	...	2,75,000	...	...	...	183,633	...	...	...	2,116
Bengal and North- Western	303	...	...	...	1,82,42,801	...	...	...	980,788	...	...	...	154,845
Tarakeswar	22½	...	...	...	16,88,905	...	...	...	928,129	...	...	...	25,529
Rohilkhand-Kumaun	55	...	...	...	20,06,025	...	...	...	95,143	...	...	...	56,667
Assam	78	...	...	...	49,31,084	...	...	...	72,542	...	...	...	48,337
Khangaon	8	8	...	...	4,44,630	4,82,570	...	...	8,462	(a)	...	...	(d)	(a)
Amritoti	6	6	...	...	4,00,840	4,34,066	...	...	55,089	(a)	...	...	(d)	(a)
Bhopal-Itarsi	57½	...	...	...	58,56,372	...	...	...	Included with G. I. P. Ry. figures. 519,655	...	...	...	(a)
His Highness the Nizam's	117	117	...	...	1,03,75,780	2,06,00,998	...	...	265,461	...	...	...	37,466	136,731
His Highness the Gaekwar's	20	56½	...	...	3,73,392	12,02,218	...	...	(d)	292,055	...	...	(d)	32,800
Bhavnagar-Gondal	196½	...	...	...	63,80,442	...	...	...	601,371	...	...	...	95,388
Mysore	130½	...	...	...	62,50,904	...	...	...	448,597	...	...	...	55,500
Jodhpore	64	...	...	...	10,84,324	...	...	...	189,827	...	...	...	24,800
Rajpura-Pathankot	15	...	...	...	12,29,141	...	...	...	155,531	...	...	...	23,800
Total . . .	170	3,361½	6,604½	12,216	4,77,50,685	61,52,09,769	1,00,96,00,953	1,56,38,36,397	647,960	13,127,694	27,876,356	81,245,096	24,445	3,541,891	4,798,863	10,106,604

N.B.—Excludes the Capital outlay, &c., on Steam Boat Service.

(a) Included with G. I. P. Railway.

(b) Approximate.

(c) Included with E. R. State Railway.

(d) Information not available.

(e) Information not available. The line was permanently opened for public traffic on

1st November 1875. Revenue account previous to that date not received.

(f) Mottra-Hathras Railway opened on 19th October 1875; account rendered to 31st

March 1876.

(g) Punjab Section only.

Statement showing progress of Indian Railways at intervals of ten years.

RAILWAYS.	GROSS EARNINGS.				WORKING EXPENSES.				NET EARNINGS.				PERCENTAGE ON CAPITAL OUTLAY.			
	1855.	1865.	1875.	1885.	1855.	1865.	1875.	1885.	1855.	1865.	1875.	1885.	1855.	1865.	1875.	1885.
	R	R	R	R	R	R	R	R	R	R	R	R				
East Indian	6,36,210	1,82,50,754	2,93,07,977	4,63,57,261	3,30,548	81,79,114	1,16,00,138	1,63,29,231	3,05,062	1,00,71,64	1,77,07,839	3,00,28,030	0'81	3'02	5'49	8'73
Rajputana-Malwa	21,06,280	1,64,49,110	...	...	14,48,216	85,88,001	...	...	6,58,061	78,61,100	...	...	2'52	7'23
Sindia	3,94,081	...	...	...	1,94,401	...	...	...	1,00,680	...	...	...	2'24
Dhond-Manmad	(a) 2,26,855	...	...	...	(b) 6,232	...	...	...	2,20,623	...	...	...	2'15
Southern Mahratta	8,06,220	...	...	...	7,25,689	...	...	...	1,40,397	...	...	...	0'76
Eastern Bengal	13,51,424	20,34,327	40,13,224	...	6,61,987	18,23,009	27,23,950	...	6,80,437	11,10,415	18,89,274	...	3'73	3'48	4'05
Wardha Coal	29,316	2,53,340	...	...	31,274	2,04,361	...	...	-1,958	48,970	...	...	0'15	0'89
Punjab Northern	1,42,788	38,20,269	...	...	90,543	24,10,664	...	...	52,245	14,28,635	...	...	0'90	1'95
Indus Valley	1,05,80,500	...	...	...	42,29,302	...	...	...	63,60,168	...	...	...	7'51
Patna-Gya	5,17,500	...	...	...	2,71,790	...	...	...	2,45,710	...	...	...	0'14
Dildarnagar-Ghazipur	46,502	...	...	...	24,311	...	...	...	22,191	...	...	...	3'15
Bareilly-Pilibheet	82,827	...	...	...	65,584	...	...	...	17,243	...	...	...	1'21
Calcutta and South Eastern	1,08,952	1,03,680	(c)	...	1,24,552	83,120	(c)	...	-15,600	20,231	(c)	...	(d)	0'29	...
Nalhati	57,507	80,098	76,784	...	36,392	61,141	63,020	...	21,116	18,954	13,764	...	(d)	6'98	4'33
Tirhoot	14,830	11,54,918	...	...	15,960	8,07,074	...	...	-1,130	3,47,841	...	...	-0'07	2'49
Northern Bengal	19,79,947	...	...	...	13,63,365	...	...	...	6,16,582	...	...	...	2'96
Kannia-Dharla	60,533	...	...	...	64,916	...	...	...	-4,413	...	...	...	-0'54
Dacca	1,01,764	...	...	...	1,43,310	...	...	...	-41,846	...	...	...	-0'77
Cawnpore Achnera	33,151	0,13,501	...	...	19,287	8,02,646	...	...	13,861	1,10,855	...	...	1'45	1'02
Amritsar-Pathankot	2,89,877	...	...	...	2,24,015	...	...	...	65,962	...	...	...	1'10
Nagpur-Chhattisgarh	14,14,889	...	...	...	9,21,315	...	...	...	4,93,574	...	...	...	4'70
Burma	21,63,655	...	...	...	16,90,532	...	...	...	4,73,128	...	...	...	1'78
Jorhat	32,218	...	...	...	30,673	...	...	...	-7,455	...	...	...	-1'46
Madras	41,18,249	64,20,752	76,57,908	...	20,18,527	45,18,602	43,78,825	...	23,99,722	19,11,150	32,70,108	...	2'87	1'80	2'92
South Indian	3,84,390	10,78,481	45,60,126	...	1,00,391	5,19,400	29,78,412	...	1,94,015	5,50,081	15,81,714	...	1'86	2'71	3'59
Great Indian Peninsula	1,76,560	1,20,56,625	2,15,24,577	3,64,32,047	1,23,071	77,14,871	1,01,75,859	1,83,81,827	52,589	52,41,751	1,13,48,718	1,80,47,220	0'59	3'60	4'77	6'36
Bombay, Baroda and Central India	35,62,142	63,86,783	1,31,40,336	...	22,73,827	34,75,021	56,63,582	...	12,88,315	29,11,762	74,76,754	...	2'18	3'57	8'31
Oudh and Rohilkhand	27,51,214	55,37,360	...	...	16,42,745	30,32,008	...	...	11,08,499	19,05,361	...	...	2'18	3'21
Sind, Punjab and Delhi	14,93,936	55,84,764	1,36,50,655	...	12,27,076	35,78,912	78,18,180	...	2,66,260	20,05,552	58,32,475	...	0'59	1'94	5'07
Bengal Central	5,35,353	...	...	...	5,27,119	...	...	...	8,234	...	...	...	0'10
Deoghur	23,987	...	...	...	14,078	...	...	...	9,909	...	...	...	3'60
Bengal and North-Western	11,07,208	...	...	...	5,46,601	...	...	...	5,60,517	...	...	...	3'07
Tarakshwar	2,62,313	...	...	...	1,37,869	...	...	...	1,24,424	...	...	...	7'87
Rohilkhand-Kumaun	2,38,672	...	...	...	1,58,419	...	...	...	80,153	...	...	...	3'88
Assam	2,48,923	...	...	...	3,06,268	...	...	...	-57,335	...	...	...	-1'16
Khamgaon	40,318	(a) 12,504	...	...	27,640	(b) 1,484	...	...	12,678	11,020	...	...	6'85	2'28
Auraoti	53,106	(a) 37,295	...	...	45,439	(b) 2,948	...	...	13,067	34,447	...	...	3'26	7'92
Bhopal-Itarsi	(a) 42,099	...	...	...	(b) 61,362	...	...	...	-18,663	...	...	...	-0'32
His Highness the Nizam's	4,96,519	11,13,950	...	...	5,63,904	6,26,926	...	...	-67,385	4,97,024	...	...	-0'65	2'37
His Highness the Gaekwar's	84,302	1,52,283	...	...	26,965	96,660	...	...	7,397	55,623	...	...	1'83	4'80
Bhavnagar-Gondal	9,80,754	...	...	...	5,81,069	...	...	...	3,96,685	...	...	...	4'23
Mysore	4,33,955	...	...	...	2,26,170	...	...	...	2,07,785	...	...	...	3'32
Jodhpore	1,70,691	...	...	...	58,180	...	...	...	1,12,505	...	...	...	10'37
Rajpura-Patiala	48,769	...	...	...	53,024	...	...	...	-4,255	...	...	...	-0'34
TOTAL	8,12,770	4,25,63,985	7,91,87,273	17,89,01,658	4,54,519	2,24,27,327	3,97,47,987	8,81,41,019	3,58,251	4,01,50,653	3,93,89,266	9,06,60,634	0'77	3'28	3'90	5'79

N.B.—Steam Boat earnings and expenses, &c., excluded.

(a) Government share of receipts due to working by the Great Indian Peninsula Railway Company.

(b) Expenditure incurred direct by the State.

(c) Included with Eastern Bengal State Railway.

(d) Information not available.

CHAPTER V.

STATISTICS OF INDIAN RAILWAYS, 1884 AND 1885.

REVIEW OF EXPENDITURE ON WORKING.

In the Appendices, pages I to LXXXI, will be found full details by half-years of the expenditure on the *principal* Indian Railways for 1885. The following paragraphs briefly review the salient points connected with the expenditure on working of all Indian Railways for the same period, as compared with 1884, on an annual basis.

2. During the year the total expenditure on maintenance of way and works of 22 broad gauge lines amounted to R1,89,53,972, or an average rate of R2,526 per mean mile maintained on the total mean mileage (miles 7,503.68) of these lines; while in 1884 the expenditure was, on 19 broad gauge lines, R1,76,99,570, giving an average of R2,420 per mean mile maintained on a total mean mileage of 7,314.25 miles.

3. Similarly, on 22 narrow gauge lines the total outlay on maintenance of way and works amounted to R54,89,106 averaging R1,199 per mean mile maintained on the total mean mileage (miles 4,576.75) of these lines; similar expenditure in 1884, on 20 narrow gauge lines, amounting to R46,22,816, or an average of R1,256 per mean mile maintained on a total mean mileage of 3,680.37 miles.

4. On the broad gauge lines, comparing the cost of maintenance per mile of track, including sidings, the lines are found to run in the following order, the figures in parentheses denoting the mean age of line:—

Mean age. Years.	1884.	R	Mean age. Years.	1885.	R
1.	(9) Wardha Coal . .	654	1.	(10) Wardha Coal . .	597
2.	(1) Bhopal-Itarsi . .	930	2.	(1) Rajpura-Patiala . .	702
3.	(6) Indus Valley . .	1,022	3.	(2) Bhopal-Itarsi . .	812
4.	(5) Punjab Northern . .	1,032	4.	(2) Amritsar-Pathankot . .	967
5.	(21) Madras . .	1,088	5.	(22) Madras . .	1,078
6.	(1) Bengal Central . .	1,226	6.	(7) Indus Valley . .	1,085
7.	(11) Oudh and Rohilkhand . .	1,331	7.	(2) Bengal Central . .	1,122
8.	(10) Nizam's . .	1,590	8.	(6) Punjab Northern . .	1,141
9.	(17) Eastern Bengal . .	1,683	9.	(11) Nizam's . .	1,674
10.	(18) Sind, Punjab and Delhi . .	2,149	10.	(12) Oudh and Rohilkhand . .	2,061
11.	(20) Great Indian Peninsula, including	2,238	11.	(19) Sind, Punjab and Delhi . .	2,172
12.	(7) Dhond-Manmad, . .		12.	(23) East Indian, including	2,180
13.	(15) Khamgaon, and . .		13.	(7) Sindia, . .	
14.	(14) Amraoti. . .		14.	(7) Patna-Gya, . .	
15.	(22) East Indian, including	2,302	15.	(5) Dildarnagar-Ghazipur, . .	
16.	(6) Sindia, . .		16.	(1) Tarakeshwar. . .	2,312
17.	(6) Patna-Gya, and . .		17.	(21) Great Indian Peninsula, including	
18.	(4) Dildarnagar-Ghazipur. . .		18.	(8) Dhond-Manmad, . .	
19.	(18) Bombay, Baroda and Central India . .	2,591	19.	(16) Khamgaon, and . .	2,661
			20.	(15) Amraoti. . .	
			21.	(18) Eastern Bengal . .	
			22.	(19) Bombay, Baroda and Central India . .	2,949

The expenditure on permanent way alone per mile of track, including sidings, compares as follows :—

1884.	R	1885.	R
1. Punjab Northern . . .	379	1. Rajpura-Patiala . . .	428
2. Wardha Coal . . .	402	2. Punjab Northern . . .	461
3. Indus Valley . . .	436	3. Wardha Coal . . .	470
4. Madras . . .	546	4. Bengal Central . . .	478
5. Oudh and Rohilkhand . . .	704	5. Indus Valley . . .	496
6. Bengal Central . . .	719	6. Madras . . .	565
7. Sind, Punjab and Delhi . . .	1,086	7. Amritsar-Pathankot . . .	636
8. Bombay, Baroda and Central India . . .	1,220	8. Sind, Punjab and Delhi . . .	1,082
9. Eastern Bengal . . .	1,241	9. Oudh and Rohilkhand . . .	1,106
10. Great Indian Peninsula, including	1,284	10. Great Indian Peninsula, including	1,273
11. Dhond-Manmad, . . .		11. Dhond-Manmad, . . .	
12. Khamgaon, and . . .		12. Khamgaon, and . . .	
13. Amraoti. . .		13. Amraoti. . .	
14. Nizam's . . .	1,369	14. Nizam's . . .	1,353
15. East Indian, including	2,084	15. Eastern Bengal . . .	1,377
16. Sindia, . . .		16. Bombay, Baroda and Central India . . .	1,396
17. Patna-Gya, and . . .		17. East Indian, including	1,704
18. Dildarnagar-Ghazipur. . .		18. Sindia, . . .	
		19. Patna-Gya, . . .	
		20. Dildarnagar-Ghazipur, and . . .	
		21. Tarakeshwar. . .	

(The Bhopal-Itarsi having been maintained by contract, information as to the cost of maintenance on permanent-way alone is not available.)

Maintenance per mile of track, including sidings: narrow gauge. 5. For the narrow gauge lines similar comparisons give the following results :—

Mean age.	Years.	1884.	R	Mean age.	Years.	1885.	R
1.	(1)	Jodhpore . . .	274	1.	(1)	Bengal and North-Western . . .	*84
2.	(1)	Bengal and North-Western . . .	374	2.	(1)	Jorhat . . .	327
3.	(2)	Deoghur . . .	446	3.	(3)	Mysore . . .	381
4.	†	Bareilly-Pilibheet . . .	480	4.	(1)	Bareilly-Pilibheet . . .	438
5.	†	Southern Mahratta . . .	516	5.	(8)	Gaekwar's . . .	554
6.	(2)	Mysore . . .	520	6.	(5)	Bhavnagar-Gondal . . .	563
7.	(7)	Gaekwar's . . .	526	7.	(1)	Rohilkhand-Kumaun . . .	566
8.	(3)	Kaunia-Dharlla . . .	538	8.	(1)	Southern Mahratta . . .	661
9.	†	Rohilkhand-Kumaun . . .	579	9.	†	Dacca . . .	667
10.	(3)	Cawnpore-Achnera . . .	588	10.	(4)	Kaunia-Dharlla . . .	671
11.	(4)	Bhavnagar-Gondal . . .	630	11.	(4)	Cawnpore-Achnera . . .	795
12.	(11)	South Indian . . .	891	12.	(5)	Tirhoot . . .	850
13.	(4)	Tirhoot . . .	1,016	13.	(22)	Nalhati . . .	871
14.	(4)	Darjeeling-Himalayan . . .	1,237	14.	(7)	Rajputana-Malwa . . .	1,116
15.	(21)	Nalhati . . .	1,238	15.	(12)	South Indian . . .	1,260
16.	(7)	Rajputana-Malwa . . .	1,296	16.	(2)	Assam . . .	1,266
17.	(5)	Burma . . .	1,432	17.	(5)	Burma . . .	1,921
18.	(3)	Nagpur-Chhattisgarh . . .	1,462	18.	(8)	Northern Bengal . . .	2,177
19.	(1)	Assam . . .	1,792	19.	(4)	Nagpur-Chhattisgarh . . .	2,177
20.	(7)	Northern-Bengal . . .	2,134				

The expenditure on permanent-way alone per mile of track, including sidings (where known), compares as follows :—

1884.	R	1885.	R
1. Cawnpore-Achnera . . .	197	1. Bengal and North-Western . . .	*29
2. Jodhpore . . .	225	2. Mysore . . .	200
3. Kaunia-Dharlla . . .	229	3. Jorhat . . .	238

* Decrease due to credits.
† Open for period under one year.

1884.	R	1885.	R
4. Rohilkhand-Kumaun . . .	230	4. Cawnpore-Achnera . . .	251
5. Mysore . . .	244	5. Gaekwar's . . .	268
6. Bengal and North-Western . . .	269	6. Rohilkhand-Kumaun . . .	274
7. Southern Mahratta . . .	273	7. Southern Mahratta . . .	305
8. Gaekwar's . . .	299	8. South Indian . . .	318
9. Bhavnagar-Gondal . . .	327	9. Bhavnagar-Gondal . . .	323
10. South Indian . . .	408	10. Bareilly-Pilibheet . . .	357
11. Tirhoot . . .	617	11. Dacca . . .	359
12. Nagpur-Chhattisgarh . . .	711	12. Kaunia-Dharlla . . .	372
13. Rajputana-Malwa . . .	767	13. Tirhoot . . .	596
14. Burma . . .	935	14. Rajputana-Malwa . . .	686
15. Nalhati . . .	939	15. Nalhati . . .	878
16. Assam . . .	1,240	16. Assam . . .	889
17. Northern Bengal . . .	1,524	17. Nagpur-Chhattisgarh . . .	1,165
		18. Burma . . .	1,213
		19. Northern Bengal . . .	1,382

6. Comparing the maintenance expenditure per 1,000 gross ton-miles of traffic, the broad gauge lines stand in the following order, the figures in parentheses representing the ton-mileage per mean mile worked of the several lines :—

1884.	R	1885.	R
1. (1,004,530) Indus Valley . . .	1.13	1. (1,412,983) Indus Valley . . .	0.86
2. } (1,812,730) { East Indian, including Sindia, Patna-Gya, and Dildarnagar-Ghazipur. }	1.92	2. } (1,959,290) { East Indian, including Sindia, Patna-Gya, and Dildarnagar-Ghazipur, and Tarakeswar. }	1.68
6. (115,682) Wardha Coal . . .	1.97	6. (432,972) Wardha Coal . . .	1.73
7. (612,390) Madras . . .	2.07	8. (1,442,072) Sind, Punjab and Delhi . . .	1.80
8. (547,647) Punjab Northern . . .	2.13	9. } (1,622,637) { Great Indian Peninsula, in- cluding Dhond-Manmad, Khamgaon, and Amraoti. }	1.98
10. } (1,439,917) { Great Indian Peninsula, including Dhond-Manmad, Khamgaon, and Amraoti. }	2.16	13. (629,993) Madras . . .	2.00
13. } (864,416) { Eastern Bengal, including Bengal Central. }	2.17	14. (1,773,532) Bombay, Baroda and Central India . . .	2.13
15. (700,695) Oudh and Rohilkhand . . .	2.19	15. (598,628) Punjab Northern . . .	2.13
16. (1,466,648) Bombay, Baroda and Central India . . .	2.20	16. (611,717) Nizam's . . .	2.90
17. (1,091,675) Sind, Punjab and Delhi . . .	2.32	17. } (897,384) { Eastern Bengal, including Bengal Central. }	2.91
18. (543,177) Nizam's . . .	3.10	19. (746,004) Oudh and Rohilkhand . . .	3.18
		20. (332,031) Amritsar-Pathaukot . . .	3.23
		21. (238,312) Rajpura-Patiala . . .	3.37

Maintenance per 1,000 gross ton-miles:
narrow gauge.

7. On the narrow gauge lines, similarly the lines compare as follows :—

1884.	R	1885.	R
1. (621,140) Rajputana-Malwa . . .	2.34	1. (299,533) Bengal and North- Western . . .	*0.31
2. (272,179) Cawnpore-Achnera . . .	2.36	2. (754,052) Rajputana-Malwa . . .	1.68
3. (355,133) South Indian . . .	2.76	3. (233,772) Bhavnagar-Gondal . . .	2.70
4. (230,385) Bhavnagar-Gondal . . .	3.07	4. (314,253) Tirhoot . . .	3.10
5. (480,638) Nagpur-Chhattisgarh . . .	3.35	5. (247,092) Dacca . . .	3.22
6. (140,826) Mysore . . .	3.41	6. (145,433) Rohilkhand-Kumaun . . .	3.31
7. (329,404) Tirhoot . . .	3.53	7. (262,302) Cawnpore-Achnera . . .	3.34
8. (474,097) Burma . . .	3.54	8. (391,882) South Indian . . .	3.55
9. (112,646) Bengal and North- Western . . .	3.87	9. (196,375) Southern Mahratta . . .	3.56
10. (128,095) Southern Mahratta . . .	4.25	10. (514,061) Nagpur-Chhattisgarh . . .	4.66
11. (99,455) Rohilkhand-Kumaun . . .	4.95	11. (416,123) Burma . . .	5.31
12. (462,468) Northern Bengal . . .	5.19	12. (459,239) Northern Bengal . . .	5.36
13. (59,595) Gaekwar's . . .	9.61	13. (60,481) Gaekwar's . . .	9.98
14. (84,975) Nalhati . . .	15.37	14. (87,352) Nalhati . . .	10.52
15. (80,632) Kaunia-Dharlla . . .	19.12	15. (19,140) Jorhat . . .	17.61
		16. (29,698) Kaunia-Dharlla . . .	24.27

* Decrease due to credits.

8. The locomotive expenditure on the 22 broad gauge lines open for traffic amounted to Rs. 2,20,82,340 on a broad gauge. train-mileage of 33,047,868, giving an average cost of 10·69 annas per train-mile; while in 1884 the expenditure was, on 21 broad gauge lines, Rs. 2,05,52,664 on a train-mileage of 29,682,269, or an average of 11·08 annas per train-mile.

9. On * 20 narrow gauge lines open for traffic during the year, the total locomotive expenses per train-mile: expenditure was Rs. 70,75,416, the train-mileage 12,140,405, and the average cost per train-mile 9·33 annas; corresponding figures for 14 narrow gauge lines open for traffic in 1884 being Rs. 60,72,890, train-mileage 9,609,296, and average train-mile cost 10·11 annas.

10. A comparison of the locomotive expenses per train-mile of the broad gauge lines gives the following: the comparison between lines: broad gauge. figures in parentheses before the names representing the consumption of fuel† per train-mile and its average cost per ton in rupees; those after, the train-mileage per mean mile and cost thereof:—

1884.				1885.			
lb	R	No.	Ans.	lb	R	No.	Ans.
1.	(25·55) (10·07)	Nizam's	(2,612) 5·74	1.	(28·65) (10·62)	Nizam's	(2,903) 6·68
2.		East Indian, includ-		2.		East Indian, includ-	
3.	(48·47) (1·93)	ing	(5,457) 8·08	3.	(47·56) (2·13)	ing	(5,703) 7·75
4.		Sindia,		4.		Sindia,	
5.		Patna-Gya, and		5.		Patna-Gya,	
6.	(95·59) (2·83)	Dildarnagar-Ghazi-	(1,733) 8·95	6.		Dildarnagar-Ghazi-	
7.		pur.		7.		pur, and	
8.	(50·66) (8·02)	Wardha Coal	(3,429) 9·56	8.	(44·70) (8·01)	Tarakeshwar.	(3,701) 8·34
9.	(47·50) (11·83)	Eastern Bengal, in-	(2,347) 10·73	9.	(46·50) (11·47)	Eastern Bengal, in-	(2,474) 9·62
10.	(34·85) (15·25)	cluding	(2,476) 10·85	10.	(92·47) (2·98)	Bengal Central.	(1,736) 10·02
11.	(33·56) (15·52)	Bengal Central.	(2,629) 12·04	11.	(35·24) (16·58)	Oudh & Rohilkhand	(2,590) 11·09
12.	(46·55) (16·34)	Oudh & Rohilkhand	(4,262) 12·84	12.		Wardha Coal	
13.		Madras		13.	(37·34) (17·43)	Madras	
14.	(35·16) (19·97)	Indus Valley	(3,641) 12·91	14.		Sind, Punjab & Delhi,	
15.		Bombay, Baroda and		15.	(38·94) (17·11)	including	
16.		Central India		16.	(44·53) (16·08)	Amritsar-Pathankot,	
17.	(47·25) (12·90)	Sind, Punjab & Delhi,	(5,520) 13·24	17.		and	
18.		including		18.		Rajpura-Patiala.	
19.		Amritsar-Pathankot,		19.	(47·24) (12·00)	Indus Valley	
20.		and		20.		Bombay, Baroda and	
21.	(35·35) (28·12)	Rajpura-Patiala.	(2,244) 14·87	21.		Central India	
		Great Indian Penin-		22.	(34·77) (23·28)	Great Indian Penin-	
		sula, including				sula, including	
		Dhond-Manmad,				Dhond-Manmad,	
		Bhopal-Itarsi,				Bhopal-Itarsi,	
		Khamgaon, and				Khamgaon, and	
		Amraoti.				Auraoti.	
		Punjab Northern				Punjab Northern	

11. Following the same system with locomotive expenses per train-mile: comparison between lines: narrow gauge. the narrow gauge lines, the results are:—

1884.				1885.			
lb	R	No.	Ans.	lb	R	No.	Ans.
1.	(18·97) (7·25)	Nalhati	(1,547) 3·70	1.	(19·78) (6·96)	Nalhati	(1,529) 3·73
2.	(17·65) (16·99)	Bengal & North-Western	(1,321) 5·53	2.	(19·07) (10·56)	Rohilkhand-Kumaon	(1,071) 6·25
3.	(31·81) (9·82)	Tirhoot	(2,262) 6·91	3.	(20·07) (9·78)	Bareilly-Pilibheot	(815) 6·28
4.	(30·95) (12·22)	Northern Bengal	(3,089) 7·42	4.	(14·97) (26·77)	Jorhat	(1,216) 6·34
5.	(21·20) (22·91)	Gaekwar's	(1,036) 7·91	5.	(29·69) (12·11)	Bengal & North-Western	(1,940) 6·59
6.	(23·00) (17·05)	Kaunia-Dharila	(730) 8·44	6.	(32·89) (10·78)	Northern Bengal	(2,877) 7·02
7.	(27·04) (16·33)	South Indian	(2,512) 8·57	7.	(32·62) (8·98)	Tirhoot	(1,988) 7·11
8.	(20·12) (18·98)	Burma	(3,156) 8·59	8.	(26·93) (12·13)	Dacca	(1,763) 7·14
9.	(32·44) (16·15)	Cawnpore-Achmera	(1,816) 8·62	9.	(21·14) (20·96)	Gaekwar's	1,082 7·36

* Excluding the Darjeeling Himalayan and Deoghur Railways for which information is not available.

† The consumption and cost of fuel on lines burning wood have been, for the sake of comparison, converted to the assumed coal equivalent, three parts of wood being taken as equal to one part of coal.

1884.				1885.			
lb.	R	No.	Ans.	lb.	R	No.	Ans.
10. (23-11) (21-19) Bhavnagar-Gondal		(1,501)	8-65	10. (25-34) (28-89) Jodhpore		(870)	7-63
11. (23-35) (28-81) Southern Mahratta		(1,214)	9-04	11. (22-85) (20-66) Bhavnagar-Gondal		(1,666)	8-03
12. (36-25) (12-09) Mysore		(1,058)	10-09	12. (31-16) (15-62) Cawnpore-Achnera		(1,957)	8-19
13. (61-68) (8-47) Nagpur-Chhattisgarh		(2,523)	10-45	13. (26-74) (16-32) South Indian		(2,714)	8-28
14. (33-28) (21-48) Rajputana-Malwa		(3,547)	12-07	14. (25-42) (15-99) Kaunia-Dharila		(726)	8-74
				15. (33-53) (13-97) Mysore		(1,035)	8-88
				16. (21-34) (19-60) Burma		(2,461)	9-29
				17. (27-36) (28-01) Southern Mahratta		(1,457)	9-50
				18. (53-88) (7-64) Nagpur-Chhattisgarh		(2,666)	10-58
				19. (33-58) (20-32) Rajputana-Malwa		(4,023)	10-64
				20. (32-10) (7-12) Assam		(1,132)	10-95

12. A comparison of locomotive expenses on the broad gauge lines based on the comparative cost per 1,000 gross ton-miles: broad gauge. Locomotive expenses per 1,000 gross ton-miles: broad gauge. ton-miles hauled gives the following results, the figures in parentheses before the names being the consumption of fuel per 1,000 gross ton miles in pounds*; those after, the ton-mileage hauled per mean mile worked:—

1884.				1885.			
lb		No.	R	lb		No.	R
1. (145-92)	{ East Indian, including Sindia, Patna-Gya, and Dildarnagar-Ghazipur.	(1,812,730)	1-52	1. (138-40)	{ East Indian, including Sindia, Patna-Gya, Dildarnagar-Ghazipur, and Tarakeshwar.	(1,959,290)	1-41
5. (122-89)	Nizam's	(543,177)	1-73	5. (98-20)	Indus Valley	(1,412,983)	1-95
6. (87-81)	Indus Valley	(1,004,530)	1-97	6. (136-00)	Nizam's	(611,717)	1-98
7. (159-07)	Oudh and Rohilkhand	(700,695)	2-25	7. (154-23)	Oudh and Rohilkhand	(746,004)	2-00
8. (135-28)	Bombay, Baroda and Central India.	(1,466,648)	2-33	8. (120-13)	{ Bombay, Baroda and Central India.	(1,773,532)	2-12
9. (398-53)	Wardha Coal	(415,682)	2-33	9. (184-37)	{ Eastern Bengal, includ- ing Bengal Central.	(897,384)	2-15
10. (200-94)	{ Eastern Bengal, includ- ing Bengal Central.	(864,416)	2-37	10. (370-77)	Wardha Coal	(432,972)	2-51
11. (140-92)	Madras	(612,390)	2-74	11. (124-84)	{ Sind, Punjab and Delhi, including Amritsar-Pathankot, and Rajpura-Patiala.	(1,324,076)	2-56
12. (188-27)	{ Great Indian Penin- sula, including Dhond-Mannad, Bhopal-Itarsi, Khamgaon, and Amraoti.	(1,439,917)	3-21	12. (144-84)	Madras	(629,993)	2-85
13. (124-55)	{ Sind, Punjab and Delhi, including Amritsar-Pathankot, and Rajpura-Patiala.	(1,091,675)	2-86	13. (178-20)	{ Great Indian Penin- sula, including Dhond-Mannad, Bhopal-Itarsi, Khamgaon, and Amraoti.	(1,622,637)	2-98
14. (188-27)	{ Great Indian Penin- sula, including Dhond-Mannad, Bhopal-Itarsi, Khamgaon, and Amraoti.	(1,439,917)	3-21	14. (144-86)	Punjab Northern	(598,628)	3-43
15. (144-88)	Punjab Northern	(547,647)	3-81				

Locomotive expenses per 1,000 gross ton-miles: narrow gauge.

13. For the narrow gauge lines a similar comparison gives:—

1884.				1885.			
lb		No.	R	lb		No.	R
1. (218-42) Tirhoot		(329,404)	2-97	1. (192-23) Bengal and North-Western		(299,533)	2-67
2. (206-77) Northern Bengal		(462,468)	3-09	2. (202-91) Northern Bengal		(459,239)	2-75
3. (323-76) Nagpur-Chhattisgarh		(480,637)	3-43	3. (206-39) Tirhoot		(314,253)	2-81
4. (150-52) Bhavnagar-Gondal		(230,385)	3-52	4. (140-46) Rohilkhand-Kumaun		(145,433)	2-88
5. (133-91) Burma		(474,097)	3-57	5. (191-75) Dacca		(247,092)	3-18
6. (216-47) Cawnpore-Achnera		(272,179)	3-60	6. (279-43) Nagpur-Chhattisgarh		(514,061)	3-43
7. (191-30) South Indian		(355,133)	3-79	7. (126-23) Burma		(416,123)	3-43
8. (207-07) Bengal and North-Western		(112,646)	4-06	8. (179-15) Rajputana-Malwa		(754,052)	3-55
9. (345-35) Nulhati		(84,975)	4-21	9. (162-87) Bhavnagar-Gondal		(233,772)	3-57
10. (190-02) Rajputana-Malwa		(621,140)	4-31	10. (185-18) South Indian		(391,882)	3-59
11. (272-29) Mysore		(140,826)	4-74	11. (232-50) Cawnpore-Achnera		(262,302)	3-82
12. (221-29) Southern Mahratta		(128,095)	5-35	12. (238-23) Mysore		(145,665)	3-94
13. (368-52) Gackwar's		(59,595)	8-59	13. (346-30) Nulhati		(87,352)	4-08
14. (548-18) Kaunia-Dharila		(30,632)	12-57	14. (203-26) Southern Mahratta		(196,375)	4-41
				15. (371-31) Gackwar's		(60,481)	8-08
				16. (621-25) Kaunia-Dharila		(29,698)	13-35
				17. (950-57) Jorhat		(19,140)	25-18

14. The vast differences in the average prices of coal per ton, varying, as will be noticed in the foregoing paragraphs, from Rs 1-93 on the East Indian

Locomotive expenses: cost of fuel.

* The consumption and cost of fuel on lines burning wood have been, for the sake of comparison, converted to the assumed coal equivalent, three parts of wood being taken as equal to one part of coal.

Railway to ₹28·81 on the Southern Mahratta Railway in 1884, and from ₹2·13 on the East Indian Railway to ₹28·89 on the Jodhpore Railway in 1885, renders any comparison of working on the different lines on the basis of locomotive cost very misleading. A better comparison can be made if the cost of fuel be deducted from the locomotive expenses per 1,000 gross ton-miles, and this is done in the following paragraphs.

15. Excluding then the cost of fuel, the locomotive expenses on the broad gauge lines compare as follows :—
Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel : broad gauge.

1884.	₹	1885.	₹
1. Nizam's	1·17	1. Indus Valley	1·20
2. Bombay, Baroda and Central India	1·34	2. Oudh and Rohilkhand	1·21
3. Indus Valley	1·36	3. Bombay, Baroda and Central India	1·26
4. East Indian, including	1·40	4. East Indian, including	1·28
5. Sindia,		5. Sindia,	
6. Patna-Gya, and		6. Patna-Gya,	
7. Dildarnagar-Ghazipur.		7. Dildarnagar-Ghazipur, and	
8. Oudh and Rohilkhand	1·41	8. Tarakeshwar.	1·34
9. Eastern Bengal, including	1·65	9. Nizam's	
10. Bengal Central.		10. Eastern Bengal, including	1·49
11. Sind, Punjab and Delhi, including	1·75	11. Bengal Central.	
12. Amritsar-Pathankot, and		12. Sind, Punjab and Delhi, including	1·59
13. Rajpura-Patiala.		13. Amritsar-Pathankot, and	
14. Madras	1·78	14. Rajpura-Patiala.	1·78
15. Wardha Coal	1·83	15. Madras	
16. Punjab Northern	1·99	16. Punjab Northern	1·92
17. Great Indian Peninsula, including	2·15	17. Great Indian Peninsula, including	2·02
18. Dhond-Manmad		18. Dhond-Manmad,	
19. Bhopal-Itarsi,		19. Bhopal-Itarsi,	
20. Khamgaon, and		20. Khamgaon, and	
21. Amraoti.		21. Amraoti.	
		22. Wardha Coal	2·02

Locomotive expenses per 1,000 gross ton-miles, excluding cost of fuel : narrow gauge.

16. The locomotive expenses of the narrow gauge lines compare as follows :—

1884.	₹	1885.	₹
1. Northern Bengal	1·97	1. Bengal and North-Western	1·63
2. Tirhoot	2·01	2. Northern Bengal	1·77
3. Cawnpore-Achnera	2·03	3. Southern-Mahratta	1·87
4. Bhavnagar-Gondal	2·10	4. Rajputana-Malwa	1·92
5. Nagpur-Chhattisgarh	2·20	5. Tirhoot	1·99
6. South Indian	2·39	6. Bhavnagar-Gondal	2·07
7. Burma	2·43	7. Dacca	2·14
8. Rajputana-Malwa	2·48	8. Cawnpore-Achnera	2·20
9. Bengal and North-Western	2·49	9. Rohilkhand-Kumaun	2·21
10. Southern Mahratta	2·51	10. South Indian	2·24
11. Nalhati	3·09	11. Burma	2·33
12. Mysore	3·27	12. Mysore	2·45
13. Gaekwar's	4·82	13. Nagpur-Chhattisgarh	2·48
14. Kaunia-Dharlla	8·39	14. Nalhati	3·00
		15. Gaekwar's	4·60
		16. Kaunia-Dharlla	8·92
		17. Jorhat	13·82

17. The carriage and wagon expenses for the 22 broad gauge lines open for traffic show the following comparison of cost per 1,000 home vehicle miles, Carriage and wagon expenses per 1,000 home vehicle miles : broad gauge.

the figures in parentheses before the names giving the total vehicle mileage; those after, the average mileage per coaching and goods vehicle respectively :—

1884.				1885.			
No.		No.	R	No.		No.	R
1.	(5,082,897) Wardha Coal	{ 22,869 } { 17,934 }	4 67	1.	(5,155,731) Wardha Coal	{ 25,356 } { 11,261 }	4 38
2.	(32,137,318) Punjab Northern	{ 33,658 } { 13,982 }	5 37	2.	(51,509,134) Oudh and Rohilkhand.	{ 31,260 } { 11,492 }	5 49
3.	(40,159,075) Oudh and Rohilkhand.	{ 29,520 } { 9,179 }	5 88	3.	(52,619,703) Indus Valley	{ 26,688 } { 14,691 }	5 59
4.	(234,143,776) { East Indian, including Sindh, Patna-Gya, and Dildarnagar-Ghazi-pur.	{ 53,915 } { 18,823 }	6 98	4.	(30,562,822) Punjab Northern	{ 37,077 } { 12,299 }	5 76
5.	(10,966,237) Indus Valley	{ 24,581 } { 11,791 }	7 56	5.	(257,180,937) { East Indian, including Sindh, Patna-Gya, Dildarnagar-Ghazi-pur, and Tarakeshwar.	{ 53,187 } { 20,572 }	6 38
6.	(43,306,052) Madras	{ 31,366 } { 10,567 }	11 13	6.	(70,116,267) Bombay, Baroda and Central India	{ 41,558 } { 16,505 }	10 50
7.	(23,538,180) { Eastern Bengal, including Bengal Central.	{ 29,909 } { 9,622 }	12 20	7.	(26,463,445) { Eastern Bengal, including Bengal Central.	{ 32,491 } { 9,396 }	10 99
8.	(59,010,140) { Sindh, Punjab and Delhi, including Amritsar - Pathankot, and Rajpura-Patiala.	{ 28,783 } { 11,438 }	12 90	8.	(44,180,255) Madras	{ 27,459 } { 11,667 }	11 21
9.	(59,426,815) Bombay, Baroda and Central India	{ 40,790 } { 14,542 }	13 09	9.	(4,530,059) Nizam's	{ 45,954 } { 13,887 }	13 89
10.	(153,405,381) { Great Indian Peninsula, including Dhond-Manmad, Khamgaon, and Amraoti.	{ 28,328 } { 14,113 }	15 21	10.	(172,176,473) { Great Indian Peninsula, including Dhond-Manmad, Bhopal-Itarsi, Khamgaon, and Amraoti.	{ 29,071 } { 16,576 }	13 94
11.	(4,110,758) Nizam's	{ 41,120 } { 12,022 }	26 78	11.	(80,862,038) { Sindh, Punjab and Delhi, including Amritsar - Pathankot, and Rajpura-Patiala.	{ 31,281 } { 16,380 }	15 20
12.	Bhopal-Itarsi (particulars not available).			12.			

Carriage and wagon expenses per 1,000 home vehicle miles : narrow gauge.

18. For the narrow gauge lines, in a similar manner, the order of the lines is as follows :—

1884.				1885.			
No.		No.	R	No.		No.	R
1.	(270,697) Rohilkhand-Kumaun	{ 2,569 } { 1,003 }	2 17	1.	(11,090,175) Bengal and North-Western.	{ 29,563 } { 13,703 }	1 61
2.	(894,050) Bengal and North-Western	{ 17,369 } { 1,114 }	3 07	2.	(1,869,138) Rohilkhand-Kumaun	{ 15,831 } { 7,522 }	1 75
3.	(1,539,800) Southern Mahratta	{ 8,535 } { 2,107 }	3 18	3.	(1,990,318) Dacca	{ 11,697 } { 15,181 }	2 56
4.	(16,990,491) Northern Bengal	{ 36,069 } { 13,810 }	3 81	4.	(16,967,429) Northern Bengal	{ 35,591 } { 12,231 }	3 29
5.	(7,271,516) Bhavnagar-Gondal	{ 20,365 } { 8,463 }	4 13	5.	(6,849,081) Southern Mahratta	{ 16,126 } { 6,422 }	3 53
6.	(16,302,112) Burma	{ 28,564 } { 6,251 }	5 50	6.	(7,123,375) Bhavnagar-Gondal	{ 24,828 } { 6,599 }	3 97
7.	(100,400,155) Rajputana-Malwa	{ 29,913 } { 11,141 }	5 80	7.	(11,090,668) Cawnpore-Achnera	{ 30,616 } { 11,004 }	4 00
8.	(9,831,880) Nagpur-Chhattisgarh	{ 29,574 } { 11,282 }	6 02	8.	(129,629,939) Rajputana-Malwa	{ 29,181 } { 11,766 }	4 37
9.	(162,697) Nalhati	{ 23,105 } { 8,689 }	6 24	9.	(10,630,328) Tirhoot	{ 40,986 } { 10,683 }	4 55
10.	(10,248,706) Tirhoot	{ 36,452 } { 11,838 }	6 43	10.	(18,744,497) Burma	{ 27,156 } { 5,898 }	4 78
11.	(7,750,550) Cawnpore-Achnera	{ 26,408 } { 7,409 }	6 75	11.	(1,063,787) Gaekwar's	{ 21,546 } { 2,498 }	4 79
12.	(1,054,292) Gaekwar's	{ 19,087 } { 2,666 }	6 98	12.	(2,727,190) Mysore	{ 12,524 } { 5,757 }	5 74
13.	(1,828,949) Mysore	{ 10,939 } { 4,414 }	7 46	13.	(129,689) Jorhat	{ 3,056 } { 2,874 }	5 85
14.	(29,431,424) South Indian	{ 27,319 } { 10,203 }	10 58	14.	(438,686) Nalhati	{ 23,474 } { 6,541 }	6 02
15.	(302,662) Kaunia-Dharila	{ 8,147 } { 2,541 }	12 87	15.	(10,640,481) Nagpur-Chhattisgarh	{ 28,222 } { 10,885 }	6 25
				16.	(32,323,816) South Indian	{ 29,925 } { 9,790 }	10 35
				17.	(298,995) Kaunia-Dharila	{ 6,605 } { 1,998 }	15 10

19. Following the procedure adopted in the foregoing, the traffic expenses per train-mile : broad gauge. per train-mile on the broad gauge lines vary as below, the figures in parentheses

before the names representing the train-mileage per mean mile worked; those after, the average distance between stations :—

No.	1884.	Miles.	Ans.	No.	1885.	Miles.	Ans.
1. (2,629)	Indus Valley .	(8.69)	4.48	1. (3,564)	Indus Valley .	(8.70)	4.00
2. (5,520)	Great Indian Peninsula, including Dhond-Manmad, Bhopal-Itarsi, Khamgaon, and Amraoti.	(7.52)	4.64	2. (5,887)	Great Indian Peninsula, including Dhond-Manmad, Bhopal-Itarsi, Khamgaon, and Amraoti.	(7.38)	4.46
3. (2,612)	Nizam's .	(8.36)	4.64	3. (2,903)	Nizam's .	(8.36)	4.66
4. (5,457)	East Indian, including Sindia, Patna-Gya, and Dildarnagar-Ghazipur.	(9.23)	5.18	4. (1,736)	Wardha Coal .	(11.25)	4.93
5. (1,733)	Wardha Coal .	(11.25)	5.21	5. (5,702)	East Indian, including Sindia, Patna-Gya, Dildarnagar-Ghazipur, & Tarakeshwar.	(8.80)	4.96
6. (2,476)	Madras .	(7.36)	5.27	6. (4,427)	Sind, Punjab and Delhi, including Amritsar-Pathankot, and Rajpura-Patiala.	(6.90)	5.11
7. (4,262)	Bombay, Baroda and Central India .	(5.84)	5.96	7. (2,590)	Madras .	(7.36)	5.25
8. (2,347)	Oudh and Rohilkhand .	(6.91)	5.97	8. (4,784)	Bombay, Baroda and Central India .	(5.76)	5.33
9. (2,214)	Punjab Northern .	(8.59)	6.09	9. (2,474)	Oudh and Rohilkhand .	(6.99)	5.37
10. (3,429)	Eastern Bengal, including Bengal Central	(4.78)	9.51	10. (2,494)	Punjab Northern .	(8.59)	5.98
				11. (3,701)	Eastern Bengal, including Bengal Central.	(4.28)	8.71

Traffic expenses per train-mile: narrow gauge.

20. On the narrow gauge lines a similar comparison of traffic expenses gives the following :—

No.	1884.	Miles.	Ans.	No.	1885.	Miles.	Ans.
1. (1,517)	Nalhati .	(4.54)	2.87	1. (870)	Jodhpore .	(6.40)	3.04
2. (928)	Jodhpore .	(6.29)	3.24	2. (1,529)	Nalhati .	(3.89)	3.07
3. (2,512)	South Indian .	(6.55)	3.60	3. (2,714)	South Indian .	(6.40)	3.61
4. (1,058)	Mysore .	(7.36)	3.63	4. (4,023)	Rajputana-Malwa .	(7.14)	3.61
5. (3,089)	Northern Bengal .	(8.59)	3.87	5. (1,940)	Bengal and North-Western	(7.39)	3.79
6. (2,665)	Deoghur .	(3.25)	3.93	6. (1,035)	Mysore .	(7.36)	3.95
7. (3,547)	Rajputana-Malwa .	(7.36)	3.97	7. (1,062)	Gaekwar's .	(5.88)	4.11
8. (2,262)	Tirhoot .	(7.06)	4.64	8. (2,877)	Northern Bengal .	(8.31)	4.18
9. (1,036)	Gaekwar's .	(5.88)	4.72	9. (2,666)	Nagpur-Chhattisgarh .	(7.84)	4.71
10. (1,816)	Cawnpore-Achnera .	(6.36)	4.90	10. (2,711)	Deoghur .	(1.00)	4.78
11. (2,523)	Nagpur-Chhattisgarh .	(7.84)	4.95	11. (1,457)	Southern Mahratta .	(9.03)	4.98
12. (2,461)	Darjeeling-Himalayan .	(6.25)	5.20	12. (1,957)	Cawnpore-Achnera .	(6.50)	5.03
13. (730)	Kaunia-Dharila .	(4.11)	5.69	13. (1,132)	Assam .	(2.79)	5.70
14. (1,501)	Bhavnagar-Gondal .	(7.43)	6.64	14. (726)	Kaunia-Dharila .	(1.12)	5.76
15. (3,156)	Burma .	(6.05)	6.71	15. (1,988)	Tirhoot .	(6.28)	5.93
16. (1,214)	Southern Mahratta .	(9.73)	7.25	16. (1,666)	Bhavnagar-Gondal .	(7.13)	5.99
17. (1,321)	Bengal and North-Western	(8.36)	8.06	17. (1,216)	Jorhat .	(6.00)	6.54
18. (1,089)	Assam .	(3.67)	10.82	18. (1,763)	Dacca .	(9.51)	6.76
19. (1,012)	Rohilkhand-Kumaun .	(7.86)	12.74	19. (2,461)	Burma .	(6.29)	6.79
20. (664)	Bareilly-Pilibhet .	(6.00)	12.74	20. (815)	Bareilly-Pilibhet .	(6.00)	8.11
				21. (1,071)	Rohilkhand-Kumaun .	(6.11)	10.38

21. The general charges of both broad and narrow gauge lines may fairly be compared on one basis, that of percentage on gross receipts. Taking the lines on one list, they vary as follows :—

R	1884.	Per cent.	R	1885.	Per cent.
1. (1,980)	Jodhpore (M) .	1.24	1. (2,329)	Jodhpore (M) .	1.14
2. (23,066)	Great Indian Peninsula (B), including Dhond-Manmad (B), Bhopal-Itarsi (B), Khamgaon (B), and Amraoti (B).	3.39	2. (24,268)	Great Indian Peninsula (B), including Dhond-Manmad (B), Bhopal-Itarsi (B), Khamgaon (B), and Amraoti (B).	3.21
3. (27,066)	East Indian (B), including Sindia (B), Patna-Gya (B), Dildarnagar-Ghazipur (B).	3.95	3. (16,055)	Indus Valley (B)	3.36
4. (26,455)	Bombay, Baroda and Central India (B) .	4.56	4. (28,322)	East Indian (B), including Sindia (B), Patna-Gya (B), Dildarnagar-Ghazipur (B), and Tarakeshwar (B).	3.63
5. (10,904)	Indus Valley (B) .	4.92	5. (28,510)	Bombay, Baroda and Central India (B)	4.48
6. (10,709)	Rajputana-Malwa (M) .	5.23	6. (17,800)	Sind, Punjab and Delhi (B), including Amritsar-Pathankot (B), and Rajpura-Patiala (B).	5.46
7. (8,295)	Madras (B) .	6.21	7. (8,571)	Punjab Northern (B) .	6.11
8. (3,652)	Deoghur (M) .	6.34	8. (8,896)	Madras (B) .	6.16
9. (13,942)	Sind, Punjab and Delhi (B), including Amritsar-Pathankot (B), and Rajpura-Patiala (B).	6.36			

	R	1881.	Per cent		R	1885	Per cent
13	(942)	Burma (M)	6.35	19	(1145)	Imperial Mulwa (M)	6.11
20	(8075)	Nizam's (B)	6.11	20	(1513)	Dahur (M)	6.19
21	(8879)	Nizam Chhatturgh (M)	6.77	21	(1136)	Nizam Chhatturgh (M)	7.19
22	(9112)	Orissa Hill land (B)	7.24	22	(1213)	Nizam's (I)	7.25
23	(253)	Orissa (S)	7.61	23	(1153)	Orissa Hill land (B)	7.35
24	(724)	Orissa North (I)	7.67	24	(2558)	Gulwara (S)	7.38
25	(8051)	Nizam's (M)	7.50	25	(1138)	Imperial (I) including	7.1
26	(1151)	Imperial (B) including	8.00	26	(1138)	Imperial Central (B)	8.17
27	(1151)	Imperial Central (I)	8.00	27	(1138)	Imperial Central (I)	8.17
28	(3186)	Mysore (M)	9.59	28	(7911)	Nizam's (M)	10.23
29	(1210)	Cannara Acharya (M)	10.10	29	(7115)	Burma (M)	10.55
30	(628)	South India (M)	10.87	30	(103)	Mysore (M)	10.71
31	(11)	Kannara Dhullu (S)	11.1	31	(711)	Burma and North Western (M)	13.67
32	(870)	Dahur Hill land (S)	11.75	32	(110)	Imperial (M)	13.78
33	(31)	Imperial (M)	12.15	33	(3666)	Cannara Acharya (M)	13.90
34	(31)	Imperial (M)	12.15	34	(5076)	Phawara (M)	14.59
35	(628)	Wardha (I)	17.79	35	(1633)	Kannara Dhullu (S)	18.23
36	(253)	Nizam's (M)	18.1	36	(2561)	Burma and Kurnool (M)	18.53
37	(105)	South India (M)	20.50	37	(311)	South India (M)	19.85
38	(1793)	Imperial Hill land (M)	20.57	38	(1315)	Imperial (S)	21.37
39	(2177)	Imperial Hill land (M)	22.51	39	(10)	Wardha Co. I (B)	21.55
40	(1165)	Imperial and North Western (M)	22.98	40	(2301)	Burma Hill land (M)	22.11
41	(186)	Assam (M)	33.65	41	(2815)	Nizam's (M)	39.91
				42	(2157)	Dahur (M)	40.32
				43	(3,131)	Assam (M)	

The figures in parentheses represent the gross earnings (excluding steam-boat) per mean mile worked, the initial letter (B) indicates the standard or 5' 6" gauge, (M) the metric or 3' 3 $\frac{1}{2}$ " gauge, and (S) special gauge.

The gross expenditure on general charges on the above mentioned Railways amounted to Rs 91,58,863, being a percentage of 5.13 on the gross earnings of the same lines in 1885, compared with Rs 83,12,361 and 5.23 per cent. in 1881.

22. The total expenditure on the whole of the lines for compensation for goods lost or damaged, personal injury or other claims connected with Railway working, amounted to Rs 71,021, being 0.01 per cent on the gross receipts and Rs 9,977 equal to a percentage of 0.05 on gross receipts in 1881.

23. Taking the whole of the Indian Railways, the expenditure under the main abstract compares as follows with the gross receipts which amounted to Rs 17,51,52,000 in 1885, compared with Rs 15,91,79,790 in 1881.—

	1881	1885	Total	Per cent on
	R	R	Receipts	Gross Receipts
Maintenance	2,20,1105	2,10,6198	11.0	13.67
Locomotive	2,10,1100	2,91,62173	16.0	16.31
Carrage and Wagon	81,1111	5,60,170	5.2	5.02
Traffic	1,26,12,111	1,55,76,277	7.93	7.61
General	53,12,301	91,58,863	5.23	5.13
Miscellaneous	17,30,300	20,91,922	1.15	1.32
TOTAL	8,03,13,755	8,76,10,803	50.11	49.09

For the broad gauge lines separately the figures are as follows:—

	1881.	1885.	Total	Per cent on
	R	R	Expenditure	Gross Receipts
Maintenance	1,77,01,592	1,89,53,972	13.18	13.05
Locomotive	2,05,52,661	2,20,82,310	15.65	15.20
Carrage and Wagon	71,57,329	76,30,620	5.15	5.25
Traffic	99,17,711	1,03,66,865	7.55	7.11
General	61,84,216	62,33,807	4.70	4.29
Miscellaneous	15,56,727	20,98,610	1.15	1.44
TOTAL	6,30,61,217	6,73,66,311	49.01	46.37

and for the narrow gauge lines as follows:—

	1881.	1885.	Total	Per cent on
	R	R	Expenditure	Gross Receipts
Maintenance	16,22,816	51,42,226	16.12	16.39
Locomotive	12,10,026	70,79,533	22.17	21.32
Carrage and Wagon	13,31,890	13,29,550	1.73	1.00
Traffic	27,24,935	32,09,112	9.68	9.66
General	21,74,148	29,25,056	7.73	8.81
Miscellaneous	2,38,663	2,58,312	0.85	0.77
TOTAL	1,73,32,598	2,02,14,589	61.58	60.95

CHAPTER VI.

REVENUE RESULTS—TRAFFIC AND WORKING.

Full details of the receipts and expenditure on the traffic and working of each line are tabulated in Part I of the Administration Report and in the Appendices to this volume, so that only such points as are of special interest are noted in the following paragraphs :—

EAST INDIAN.

2 The gross receipts of the undertaking during 1885 amounted to R4,63,86,890 as compared with R4,38,38,713 in 1884. The working expenses were R1,63,51,239 compared with R1,64,89,015, and the net earnings R3,00,35,651 as compared with R2,73,19,699.

Of the gross receipts during 1885, the coaching traffic produced R1,32,21,118 or 28·50 per cent., the goods traffic R3,22,87,256 or 69·60 per cent., and the receipts from other sources were R8,78,516 or 1·90 per cent.

Traffic and Working

The expenditure on maintenance has been during the year as follows :—

	R
East Indian proper	53,92,391
Tuakeshwar	30,405
Patna-Gya	61,469
Dildāinagar-Ghāzipur	5,491
Sindia	46,709

The length of line relaid with steel rails during the year was 77·87 miles.

The total number of sleepers put into the road in renewing and relaying during the year was 107,859 against a total of 450,521 during 1884. Of these, 179,317 were iron and the rest wooden.

On an examination of the bowl sleepers on the Patna-Gya line, it was found that 12·46 per cent. of the whole number were either cracked or broken. These have been replaced by about 10,000 sound sleepers, 15,000 of which were of wood and the rest of iron.

The quantity of stone ballast put into the road on revenue account was 12,245,540 c.ft. The percentage of stone ballast in road at the end of the year was 49·82 against 41·90 on the 31st December 1884.

The expenditure on the Locomotive Department during the year was R45,19,481, showing an increase of about R63,442.

The gross expenditure on the Traffic Department during the year was R28,93,495 as compared with R28,56,693 in 1884, being an increase of R36,802.

There has been a considerable improvement in the average loads of both vehicles and trains. The average paying load of a goods train has been 179·68 tons against 167·05 tons the previous year.

Details of the passenger traffic on the East Indian since the purchase of the line by Government are given in the following table —

CLASS	NUMBER CONVEYED						RECEIPTS						MILE DISTANCE EACH PASSENGER TRAVELLED.					
	1880	1881	1882	1883	1884	1885	1880	1881	1882	1883	1884	1885	1880	1881	1882	1883	1884	1885
First	43,563	42,249	45,730	48,199	52,570	48,634	5,17,626	4,81,865	5,12,000	5,18,539	5,05,368	4,85,480	142,57	141,91	139,11	125,39	133,09	
Second	152,022	158,158	161,883½	158,134	154,066	157,130	7,23,021	6,60,987	6,64,437	6,51,197	6,26,026	6,74,256	155,19	150,73	144,60	144,62	164,61	
Intermediate	600,559	605,982½	602,129½	431,389	413,319	537,933	4,67,417	4,77,887	4,90,159	4,32,157	4,68,782	4,69,726	37,08	40,17	50,88	51,97	45,73	
Third	7,792,724	8,162,773	9,627,596½	10,678,315	11,058,999	11,094,911	86,45,980	97,02,163	99,99,994	95,99,839	99,99,971	97,92,029	70,77	75,19	69,16	69,59	67,89	
TOTAL	8,588,868	8,969,162½	10,437,348½	11,316,037	11,728,954	11,838,608	1,03,54,044	1,06,22,905	1,16,66,594	1,12,01,732	1,16,00,147	1,14,21,497	70,72	74,63	69,82	70,13	68,43	

The details of the goods traffic are similarly shewn below ; also the average load in tons of a goods train and wagon :—
Average load in tons of

	1880			1881			1882			1883			1884			1885.		
	Gross		Freight	Gross		Freight	Gross		Freight	Gross		Freight	Gross		Freight	Gross		Freight
	Tons		Tons	Tons		Tons	Tons		Tons	Tons		Tons	Tons		Tons	Tons		Tons
Goods train	1,774,696	2,025,310	2,078,320	2,396,570	1,973,190	2,335,043	2,36,31,467	2,55,91,913	2,51,87,348	2,26,44,228	2,51,87,348	2,51,87,348	304,64	331,35	332,55	341,45	299,00	310,39
" wagon	14,233	12,967	13,135	9,820	9,815	12,734	5,02,212	5,00,125	5,84,922	4,38,213	5,84,922	411,60	483,35	407,96	489,71	431,45	489,71	472,47
	772,120	840,857	1,215,667	1,353,751	1,137,167	1,191,966	5,88,035	9,85,137	8,08,714	8,27,274	8,08,714	48,52	64,15	55,79	53,99	51,72	53,99	56,00
	732,222	751,602	861,885	920,762	980,523	933,508	44,00,126	51,09,193	50,29,149	54,44,015	50,29,149	225,64	243,00	222,25	210,12	210,69	218,26	
	177,838	196,248	214,645	257,116	212,371	215,170	5,34,528	4,91,731	5,29,841	5,09,071	5,29,841	277,59	255,28	216,97	228,54	226,83	234,96	
TOTAL	3,471,109	3,826,964	4,333,652	4,938,019	4,313,066	4,638,421	2,96,56,368	3,26,78,104	3,21,39,974	2,98,62,801	3,21,39,974	230,06	251,90	228,82	211,58	231,95	223,54	

Details of Goods Traffic.

DESCRIPTION	WEIGHT CARRIED IN TONS							RECEIPTS							MEAN MILEAGE EACH TON CARRIED						
	1880.	1881.	1882	1883	1884	1885		1880	1881	1882	1883.	1884	1885		1880	1881	1882	1883	1884	1885	Miles.
							R		R	R	R	R	R	R	Mile-	Miles	Miles	Miles	Miles	Miles	
Merchandise																					
For the public	1,774,696	2,025,310	2,078,320	2,396,570	1,973,190	2,335,043	2,36,31,467	2,55,91,913	2,51,87,348	2,26,44,228	2,51,87,348	2,26,44,228	2,51,87,348	304,64	331,35	332,55	341,45	299,00	310,39	310,39	
Military stores	14,233	12,967	13,135	9,820	9,815	12,734	5,02,212	5,00,125	5,84,922	4,38,213	5,84,922	4,38,213	5,84,922	411,60	483,35	407,96	489,71	431,45	489,71	472,47	
Railway materials	772,120	840,857	1,215,667	1,353,751	1,137,167	1,191,966	5,88,035	9,85,137	8,08,714	8,27,274	8,08,714	8,27,274	8,08,714	48,52	64,15	55,79	53,99	51,72	53,99	56,00	
Mines &c.																					
For the public	732,222	751,602	861,885	920,762	980,523	933,508	44,00,126	51,09,193	50,29,149	54,44,015	50,29,149	54,44,015	50,29,149	225,64	243,00	222,25	210,12	210,69	218,26	218,26	
, Railway	177,838	196,248	214,645	257,116	212,371	215,170	5,34,528	4,91,731	5,29,841	5,09,071	5,29,841	5,09,071	5,29,841	277,59	255,28	216,97	228,54	226,83	234,96	234,96	
TOTAL	3,471,109	3,826,964	4,333,652	4,938,019	4,313,066	4,638,421	2,96,56,368	3,26,78,104	3,21,39,974	2,98,62,801	3,21,39,974	2,98,62,801	3,21,39,974	230,06	251,90	228,82	211,58	231,95	223,54	223,54	

There has been a small increase in the gross earnings amounting to R25,756. The average earnings per mile open per week amounted to R101. Since the rendition of the Fort of Gwalior and the removal of troops from Morar it has been found that one train daily is sufficient to carry the traffic offered.

Sindia.

Year.	Coaching Receipts.	Goods Receipts.	TOTAL.
	R	R	R
1880	88,553	33,108	1,21,661
1881	1,51,237	97,695	2,48,932
1882	1,97,816	1,27,352	3,25,168
1883	1,96,112	1,35,164	3,31,276
1884	2,00,806	1,61,096	3,61,902
1885	2,24,254	1,62,888	3,87,142

In the total traffic there has been no advance over the previous year, the gross earnings being about the same. The earnings per mile open per week were R174.

Patna-Gya.

Year.	Coaching Receipts.	Goods Receipts.	TOTAL.
	R	R	R
1880	3,38,392	1,38,952	4,77,344
1881	3,47,195	1,60,133	5,07,328
1882	3,64,762	1,75,540	5,40,302
1883	3,20,153	1,44,813	4,64,966
1884	3,46,412	1,66,251	5,12,663
1885	3,38,465	1,74,354	5,12,819

The traffic on this line has steadily increased. The merchandise traffic consisted chiefly of opium, piece-goods, salt, sugar, and tobacco. The earnings per mile open per week averaged R75.

Dildarnagar-Ghazipur.

Year.	Coaching Receipts.	Goods Receipts.	TOTAL.
	R	R	R
1880	3,632	4,451	8,083
1881	18,320	19,678	37,998
1882	19,963	24,263	44,226
1883	21,516	26,077	47,593
1884	22,316	22,276	44,592
1885	20,597	23,499	54,096

The receipts of this line (which was taken over and worked by the East Indian Railway from the 1st of January 1885) from all sources were as follows:—

Tarakeshwar.

	R
Coaching	2,43,023
Goods	19,023
Others	267
Gross Receipts	2,62,313

Out of the total receipts for the year R2,18,877 were due to 3rd class passenger traffic. The average earnings per mile open per week amounted to R227.

RAJPUTANA-MALWA.

3. The Gross Earnings of the whole system show an increase over 1884 of 19·55 per cent., the expenditure having also increased by nearly 9·65 per cent. The open mileage increased from 1,361 in 1884 to 1,411 in 1885.

The general results for the year compare as under with those for 1884 :—

	1884.	1885.
	<i>R</i>	<i>R</i>
Gross Earnings	1,37,59,747	1,64,49,110
„ Expenditure	78,32,414	85,88,001
Net Profits	59,27,333	78,61,109

the proportion of Expenditure to Earnings having been 52·21 against 56·92 per cent. The following extra charges are included under the Contract with the B. B. & C. I. Railway in the expenditure for 1885 :—

	<i>R</i>
Charges for Government supervision and control at <i>R</i> 40 per open mile (minus <i>R</i> 6,000 allowed on account of audit and accounts)	1,00,800
Share of Board's fees and London Office expenses divided in proportion to gross earnings of the two systems	68,301
Contribution for leave and pension allowances of the staff paid to Government	1,58,958
$\frac{7}{10}$ ths of cost of Police	73,454
Value of stationery and forms issued out of fresh purchases	40,603
GRAND TOTAL	4,42,116

After providing for these extra charges the net earnings of 1885 were equal to 7·08 per cent. on the Capital outlay at 31st December 1885 (*viz.*, *R*11,10,23,129), being an increase of 1·62 per cent. over the year 1884.

Excluding the above extra charges the net profit would be *R*83,03,225, the percentage of working expenses to earnings 49·52, and the net return on Capital 7·48 per cent.

The new mode of apportioning the bonus to the depositors in the Provident Institution prescribed in the general rules published in Appendix G. to Volume IV of the P. W. D. Code was adopted from 1st January 1885 and the bonus given to the two classes of depositors, *viz.*, Pensionable Superior Staff and Non-pensionable Officers, together with Subordinate Staff, both pensionable and non-pensionable, amounted to *R*75,185-13-6, which was distributed among them according to the following percentages on their compulsory deposit :—

	1st half of 1885.	2nd half of 1885.
Pensionable Officers	51 per cent.	42 per cent.
Non-pensionable Officers, and Subordinate Staff both pensionable and non-pensionable	100 „	92 „

The rules, however, have since been modified and now exclude all members of the pensionable staff from participation in the benefits of the Provident Fund.

The following is a comparative statement of the Coaching Traffic :—

SUB-HEADS.	1884	1885.	DIFFERENCE	
			Increase	Decrease
	₹	₹	₹	₹
Passengers	38,67,831	40,41,110	1,73,776	..
Passengers' Luggage	99,991	95,411		4,580
Military Baggage	22,743	38,105	15,362	..
Carnages, Horses, Dogs, &c.	57,552	66,564	8,712	..
Military Carnages, Horses, Dogs, &c.	20,770	41,131	20,552	..
Parcels	2,21,990	2,23,427	1,437	..
Special Trains	9,013	13,510	4,497	..
Miscellaneous	1,078	3,046	1,968	..
Post Office	79,736	79,495	..	241
TOTAL .	13,80,016	46,01,799	2,26,604	4,821
<i>Less—Outstandings irrecoverable</i> .	<i>113</i>	<i>66</i>	<i>..</i>	<i>47</i>
TOTAL .	43,79,903	46,01,733	2,26,604	4,774
Net Increase .	...	...	2,21,830	...

It will be seen from the above comparison that there has been a marked improvement therein over 1884.

The receipts from the various sources of goods traffic show a net increase of nearly 27 per cent. over the year 1884. A comparison under the various sub-heads is given below :—

SUB-HEADS.	1884.	1885.	DIFFERENCE	
			Increase.	Decrease
	₹	₹	₹	₹
General Merchandise	80,73,863	1,09,38,032	28,64,169	..
Military Stores	32,620	1,10,112	77,492	..
Railway Materials for Construction	5,62,898	91,537	..	4,71,361
Coal	2,99,162	2,90,021	..	9,141
Revenue Stores	1,58,291	1,63,728	..	24,566
Live-stock	3,356	7,029	3,673	..
Military Live-stock	9	1,968	1,960	..
Rents, Demurrages, &c.	14,125	13,743	..	382
Miscellaneous	7	68	61	..
TOTAL .	91,74,333	1,16,16,238	29,47,355	5,05,450
<i>Less—Outstandings irrecoverable</i> .	<i>103</i>	<i>1</i>	<i>..</i>	<i>102</i>
TOTAL .	91,74,230	1,16,16,237	29,47,355	5,05,348
Net Increase .	...	...	24,42,007	...

The increase of about 35½ per cent. in the earnings from “General Merchandise” is attributable mainly to the heavy demand for Indian wheat in Europe. The sugar traffic has also developed and the export of seeds has been growing steadily.

During the year under review the length of the lines was increased by 50·31 miles in consequence of the opening to traffic of the Fázilka Branch. The length of the whole line (single track) at the end of the year, including sidings, was 1,603·61 miles against 1,540·65 miles at the close of the preceding year ; and the mean mileage maintained for the whole year was 1,603·46 miles.

The cost of maintenance, excluding general superintendence and new minor works, was R14,53,287 or R75·53 per mile per month. For 1884 it was R15,75,217, representing an outlay of R93·84 per mile per month. The saving was due to abnormal expenditure during 1884 on extraordinary renewals and on re-laying a portion of the line with steel rails.

In the Locomotive Department the number of engines on the line was reduced from 371 on 31st March 1885 to 359 on 31st March 1886. Two new Dubb's engines were received from England and 12 engines by various makers in Classes A and E were sold or transferred. The total Locomotive Expenses amounted to annas 10·64 per train-mile against annas 12·12 in 1884.

From 1st April 1885 through booking of coaching traffic of all descriptions was established between all stations on the Rajputana-Malwa Railway system and the following stations of the Jodhpore Railway :—Marwar-Páli, Lúni and Jodhpore. A hydraulic cotton press was established by the Jeypore Durbar near the Railway station and full-pressed cotton was despatched to Bombay from 20th December 1885. Combined tariffs of the amalgamated system were issued on and from 1st July.

The work of transshipment was conducted satisfactorily at all the junctions, and was heavy at them all, particularly at Sábarmati.

DHOND AND MANMAD.

4. The result of working for the calendar year 1885 under the management of the Great Indian Peninsula Railway Company is compared with that for 1884 in the following table :—

PARTICULARS.	1884.	1885.	Increase in 1885
	<i>R</i>	<i>R</i>	<i>R</i>
Gross Earnings	8,77,100	9,07,422	30,322
Working Expenses	6,73,315	6,86,799	13,484
Net Earnings	2,03,785	2,20,623	16,838

The increase, R16,838, in the net earnings, is equal to 8·26 per cent.

The following table compares the gross earnings of 1885 with those realized in 1884 :—

MAIN HEADS.	1884.	1885.	Increase in 1885.	Decrease in 1885
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Coaching Traffic	4,15,289	4,27,693	12,404	..
Goods Traffic	4,58,897	4,77,113	18,216	...
Electric Telegraph Earnings	1,611	1,297	...	314
Sundry Earnings	1,303	1,319	16	..
TOTAL	8,77,100	9,07,422	30,322	314
Net Increase			30,322	...

The total Working Expenses amounted to R6,86,799 against R6,73,315 in 1884. The increase of R13,484 was due to the enhanced earnings during the past year, of which a larger portion was payable to the Company. The amount of Working Expenses calculated at the sliding scale of percentages represents $\frac{3}{4}$ ths of the gross earnings and the remaining $\frac{1}{4}$ th was due to Government.

The Working Expenses above stated include a sum of R6,232 paid to the Government Telegraph Department for interest on Capital cost of the Telegraph line.

SOUTHERN MAHRATTA.

5. Owing to the changes in open mileage due to opening of new sections of line, no useful comparison with previous periods can be made, either under expenses or earnings.

The year 1885 opened with a mileage of 214 increased to 316 on the 1st July 1885 by the addition of the 102 miles of line between Háspet and Dhárwár on the South Deccan line.

The maintenance expenses were, during the second half-year, abnormally increased to the extent of about R37,000 being outlay incurred in repairing damages, principally on the newly opened section of the South Deccan line, caused by the heavy local rains in October and November 1885.

The average mileage open throughout the year was 265·12.

The earnings were R8,66,227, the train mileage 386,597, the receipts per mile open per week equalled R63 and per train-mile R2·24. For the year 1884 the results were—

Earnings	R 2,13,059
Train-mileage	No. 125,689
Receipts per mile open per week	R 49·85
Do. per train-mile	R 1·69

In the Goods Traffic, “ Railway Materials for Construction ” accounts for $\frac{2}{5}$ ths of the total revenue. The figures are—

	1885.
Gross Goods Earnings	R 5,12,786
Of which construction traffic yielded	„ 2,06,304
Gross Tonnage lifted	Tons 171,913
Of which construction materials weighed	„ 106,144

Under “ General Merchandise ” the most promising staples of traffic are :—

	Weight lifted	Receipts
	Tons.	R
Cotton, Raw	2,837	27,313
Do Manufactured	3,696	35,618
Fruits and Nuts	2,431	20,248
Grains and Pulses	22,901	71,265
Hides and Skins	590	2,651
Liquor	824	4,036
Metals	2,227	16,558
Oils	1,795	13,695
Salt	3,327	9,101
Seeds	3,171	10,040
Sugar	2,317	8,818
Tobacco	137	1,036
Wood	5,309	11,765
Bark for tanning	2,100	8,064
TOTAL	58,712	2,43,268

In the second half of 1885, 339,032 third class passengers, yielding R1,85,670, were carried on a mileage of 316 compared with 159,347 yielding R92,630 on 214 miles open during the first half-year, which would appear to indicate a marked improvement mile for mile in the number of people using the rail road.

The net earnings for 1885, after deducting the contributions to the Provident Fund, amounted to R1,38,934 and, taken on the gross Capital outlay on final heads on lines open to traffic up to 31st December 1885, give a return at the rate of 72 per cent. per annum.

NORTH WESTERN.

Late Sind, Punjab & Delhi.
ing of the year :—

6. The following are the most important figures connected with the traffic and work-

	R
Gross Receipts	1,36,50,655
Working Expenses	78,28,055
Net earnings	58,22,600
Percentage on Capital expenditure	4.72
Guaranteed Interest for the year	60,11,083
Deficit for the year	2,18,483
Net Earnings from the commencement to December 31st, 1885	5,31,32,106
Guaranteed Interest from the commencement to December 31st, 1885	12,69,51,757
Total Deficit to December 31st, 1885	7,38,19,651

In the first half of 1885 there was a surplus of R2,54,582 over the amount of the guaranteed interest, including interest on overdrawn Capital. The percentage on Capital expenditure during 1884 was 3.43 as compared with 4.72 during 1885 as shown above.

Traffic and Working.

The following table compares the traffic and working of 1884 and 1885 :—

EARNINGS	1884	1885	Increase	REMARKS.
	R	R	R	
Coaching	36,49,691	46,98,565	10,48,874	R5,14,164 of the increase is due to military, and the remainder to ordinary traffic.
Goods	70,03,160	86,02,606	15,99,146	Wheat R13,33,109, Raw cotton R32,720, iron R19,518, Foreign Railway materials R1,33,623, Military stores and live-stock R2,41,376, Coal for public R31,717, Coal for Locomotive Department R12,095, Live stock carried for the public R27,758, deduct decreases—Grains and Pulses other than Wheat—R3,83,956, seeds R3,30,189, Revenue stores R58,517.
Electric Telegraph	22,675	30,061	7,386	
Steam-boat	Nil	Nil		
Sundries	1,53,286	3,19,423	1,66,137	Mileage and demurrage of vehicles over foreign lines R1,65,259.
Total	1,18,29,112	1,36,50,655	28,21,543	
EXPENSES.				
Maintenance	18,49,580	18,24,097	—25,483	Increase under General Superintendence, Permanent Way, Stations and Buildings, and Loss by Exchange, and decrease under Loss on Stores, &c., and Carriage of Revenue stores.
Locomotive	22,52,947	25,85,028	3,32,081	Running expenses R52,117,* Fuel R1,07,609,* and Maintenance and renewals of locomotives R1,88,357.*
Carriage and Wagon	7,60,026	12,12,971	4,52,945	Repairs of vehicles R4,21,528.*
Traffic	10,14,169	10,68,099	53,930	Chiefly Station Staff R16,560* and Train Staff, R18,483.*
General	6,75,621	7,29,777	54,156	Home expenditure R13,711,* Indian Management R10,494,* and Electric Telegraph R18,186.
Steam-boat Service	44,183	9,875	—34,308	Loss on Stores R30,170.
Special and Miscellaneous	37,224	3,98,208	3,60,984	Rates and taxes R26,372* and bonus to employes R3,18,352.*
TOTAL	66,33,750	78,28,055	11,94,305	

* Includes Amritsar-Pathankot and Rajsamir-Pathankot Railways.

The unusually large earnings were due partly to Military traffic connected with the Amir's visit to Ráwalpindi and partly to the despatch of vast quantities of Military stores and transport animals from all parts of India to Rindli. The tonnage of the principal articles of merchandise increased by 291,172 tons of which grains and pulses accounted for 175,730 tons. Seeds, however, showed a reduction of 11,130 tons.

The working expenses for the whole year amounted to 57·35 per cent. of the gross receipts. During the year 25·95 miles of steel rails were laid in place of iron ones, and 60·57 miles of old deodar sleepers replaced by cast iron pots.

The expenditure on maintenance and renewal of Permanent Way during 1885 amounted to R9,09,030, of which R5,78,395 was on special renewals, that on Locomotives amounted to R7,39,619, of which R3,87,877 was special, and on Vehicle Stock R10,26,637, of which R5,10,263 was special.

The following tables show the result of the year's working, and the principal heads upon which there have been increases or decreases in the receipts and expenditure. The net Revenue increased by R5,32,311:—

Late Punjab Northern		Principal heads upon which there have been increases or decreases in the receipts and expenditure. The net Revenue increased by R5,32,311:—		
Earnings	1884	1885	Increase	Remarks
	R	R	R	
Cargoes	11,15,222	19,31,099	1,88,877	R2,38,000 of the increase is due to military and the remainder to ordinary traffic
Goods	15,22,881	16,66,701	1,13,823	Salt 25,000, Live stock 20,000, Government stores 62,500, Fodder grain 22,000, duties & excises—see also 29,000, Railway materials 55,000 balance of increase General merchandise
Freight	9,713	15,102	5,389	
Sundries	26,151	2,13,531	—49,797	Mileage and demurrage
TOTAL	22,40,517	38,29,201	5,58,752	
EXPENSES				
Maintenance	5,21,138	5,69,711	48,306	Chiefly permanent way bridges, and minor works. The piece of line between Lahore and Wazirabad requires urgently very heavy renewals both as regards sleepers and rails
Locomotive Expenses	9,31,911	9,17,810	—14,131	The price of fuel was considerably reduced owing to better terms arranged with East Indian Railway for the carriage of Bengal coal
Carriage & Wagon Expenses	1,72,516	1,76,763	4,247	Cleaning and oiling
Tramway	3,81,173	1,16,337	31,855	Chiefly salaries and wages R20,000, stores R5,000
General Charges	2,18,025	2,33,961	—14,061	Owing to a heavy charge in December 1884, for the maintenance of Telegraph.
Special and Miscellaneous Expenditure	88,855	86,017	—2,808	Payments to other lines, less increases Provident Fund, Law, Compensation
TOTAL	23,41,251	21,00,665	56,411	

The greater part of the increased net Revenue was attributable to the Viceregal assemblage at Ráwalpindi, but it is satisfactory to notice that there was also a fair increase to the ordinary traffic.

The Ráwalpindi assemblage caused a slight increase in the 1st and 2nd class traffic at the beginning of the year; but it fell off at the end, as most of the troops stationed in the district were ordered to march to the Camp of Exercise at Delhi. There was a fairly satisfactory improvement in the Intermediate class traffic, and a very satisfactory increase of more than 100,000 ordinary passengers in the Third class during the year. The average receipt from each ordinary passenger was 10·6 annas.

The wheat traffic was about 300 tons in excess of the previous year, but it was not divided in the same way. In the 1st half of the year under review, 17,500 tons were carried against 29,200 in the same half of 1884; while in the 2nd half there were 33,100 tons only carried against 51,100 in that of 1884. There was a marked falling off in the mustard seed traffic; 1,000 tons only having been carried against 10,000 in the previous year due to a partial failure of the crop.

The following comparative statement shows the expenditure and earnings of the Indus Valley State Railway for the years 1884 and 1885:—

EXPENDITURE			EARNINGS		
Heads	1884	1885	Heads	1884	1885
	R	R		R	R
To Maintenance of Way, Works & Stations	7,50,899	9,00,620	By Coaching	13,78,376	20,78,305
Locomotive Expenses	13,01,308	18,19,153	„ Goods	57,39,156	83,90,938
„ Carriage & Wagon Expenses	3,09,623	2,91,210	„ Electric Telegraph	12,779	22,131
„ Traffic Expenses	4,81,956	5,87,459	„ Steamboat earnings	1,37,108	2,76,573
„ General Charges	3,53,761	3,56,502	„ Sundries	61,609	95,181
„ Steamboat Service	1,70,290	2,09,711			
„ Special and Miscellaneous Expenses	2,53,521	3,71,118			
TOTAL	36,27,361	41,39,103	TOTAL	73,29,028	1,08,66,131
Net earnings	37,01,661	61,27,031			
TOTAL	73,29,028	1,08,66,131			

It will be seen from the above that the total earnings of the line for the year 1885 show an increase of R35,37,106 over the figures for the year 1884.

The total working expenses of the line for 1885 have been more than those for 1884 by R8,11,739, but the percentage of expenses to earnings tell from 19·19 per cent. in 1884 to 40·85 per cent. in 1885. The net earnings, after deducting working expenses, rose from R37,01,661 in 1884 to R61,27,031 in 1885.

The increase under Coaching Traffic is due, R1,18,883 to Ordinary Traffic and R2,51,046 to Military Traffic.

The increases under the several heads of Goods Traffic are shown in the following statement:—

DESCRIPTION	Amount, 1884	Amount, 1885	Increase in 1885	Decrease in 1885	REMARKS
	R	R	R	R	
General Merchandise	51,91,520	69,09,750	17,15,230		
Military Stores	54,753	5,15,318	1,90,565	..	
Railway Material for construction	9,92,277	6,50,327	3,58,050		
Coal for the Public	87,433	8,096		79,337	
„ Railway	16,963	49,278	72,315	...	
Revenue Stores	83,215	91,527	8,312	...	
Live-stock, Ordinary	4,061	22,172	18,111	...	
„ Military	654	36,331	35,677	..	
Rent, demurrage, &c.	2,452	11,589	12,137		
Miscellaneous	2,828	23,550	20,722		
TOTAL	57,39,156	83,90,938	27,31,119	79,337	
			26,51,782		

Working of Sukkur-Rohri slips.

The work done at Sukkur-Rohri slips in 1884 and 1885 compares as follows:—

PARTICULARS	1884	1885	Increase, 1885
Wagons crossed	59,791	93,193	33,622
Engines do	26	50	24
Tenders do	26	52	26

The largest number of wagons put across the river on any one day during 24 hours was 484 on the 6th October 1885, and during 12 hours was 331 on 7th June 1885.

Under Maintenance and Renewal of Permanent Way there is an increase of Rs15,305 due for the most part to renewals with steel rails and the provision of new joint sleepers for 20 miles on the Northern Division. Prevalence of high rates of wages on the Jacobabad Division also affected the expenditure. The other departmental increases are mainly due to the heavier traffic and, with the Locomotive working, partly to the greater use of coal consequent on the failure of the Forest Department to meet the demands of the line for wood and to the greater mileage worked.

The train mileage and loads of trains, in vehicles, in 1884 and 1885 compare as follows —

CLASS OF TRAIN	TRAIN MILEAGE		LOADS OF TRAINS	
	1884	1885	1884	1885
Passenger	20,609	7,935	21 16	21 72
Mixed	912,541	963 590	26 49	25 54
Goods	770,063	1,379,015	33 61	31 70
TOTAL	1,733,793	2,350,560		

The increased Train Mileage is due to the construction of the Sind-Pishin and Bolan Railways, and to the Military preparations during the 1st half of 1885.

EASTERN BENGAL.

7. The results of the working for the year 1885 were as follows:—

	R
Gross Revenue	48,85,764
Working Expenses	29,92,583
NET EARNINGS	18,93,231

This gives a return of 3·94 per cent. on Rs4,80,31,432, the total Capital Expenditure to the end of December 1885.

The following is the comparison of the earnings for the years 1884 and 1885 :—

MAIN HEADS	1884	1885	DIFFERENCE	
			More.	Less
	R	R	R	R
Coaching	18,85,322	19,93,000	1,07,678	.
Goods	30,20,912	22,21,761	..	7,96,151
Telegraph	8,528	9,119	591	.
Steam-boat	3,72,179	2,72,511	.	99,938
Sundries	1,47,267	3,86,344	2,39,077	.
TOTAL	54,31,508	48,85,765	3,17,316	8,96,089
		DECREASE, R	5,18,713	

Sundries included a credit to Revenue of R2,91,868, being the Government share of the Eastern Bengal Railway Company's Fire Insurance and Flotilla Reserve Fund. Excluding this from account, the net decrease in the year's earnings, as compared with 1884, would leave R8,11,481.

The greater portion of the decrease under *Goods* occurred during the second-half of the year, and is accounted for principally by low rates compelled by the very keen competition between the River Steamer Companies, and to the break in through traffic during September. A concession in the rate for coal carried for the Northern Bengal Railway made a large reduction in receipts.

Notwithstanding an abnormally heavy expenditure on repairs to steamers and a reduction in fares made during the latter half of the year, the steam-boat passenger earnings show a satisfactory increase. The goods earnings fell off very considerably during the first half of the year owing to keen river competition.

The expenditure for 1884 and 1885 compares as follows :—

ABSTRACTS.	1884	1885
Maintenance	4,85,559	7,75,671
Locomotive	6,10,759	6,21,681
Carriage and Wagon	2,76,688	2,61,034
Traffic	6,48,994	6,15,107
General	3,32,764	2,60,569
Steam-boat	3,47,669	2,68,583
Special and Miscellaneous	1,65,190	1,59,288
TOTAL	28,98,223	20,92,533

The following special works were charged to Revenue :—New sidings at Siáldah, Chitpore, Belghurriah, Sodepore, Kooshtea, and Goalundo; a diversion 2,054 feet long was laid at mile 59, where the embankment was breached: and 1 mile 46 chains of line on the Southern Section was relaid with steel-rails.

The sleeper and rail renewals on the Eastern and Southern Sections were :—

Eastern—	25,639 sleepers ,	23,397 feet rails.
Southern—	11,300 ,,	1,635 ,,

The average percentage of Locomotives under repairs was 23·5 ; of Coaching Stock 12·5, and of Goods 8.

Considerable difficulty was felt in maintaining a fairly punctual train service owing to the numerous changes at the ghâts and the altered conditions necessitated by the breaks in the line.

Traffic Arrangements.

The despatch steamer services between Goalundo and Dacca and between Diamond Harbour and Kukulhati were worked throughout the year, and an increased number of passengers travelled by the latter service. The India General Steam Navigation Company started a despatch steamer service on 1st June 1885, between Nâráyanganj and South Sylhet and Cachar, running in connection with the railway despatch service, but it did not bring any appreciable increase of traffic. The quantities of goods booked through for steamer stations were about 6,500 tons in excess of the figures for 1884 ; and but for the interruptions and disarrangement caused by the breaches this excess would have been still larger.

The numbers of parcels forwarded from Calcutta and Armenian Ghât to foreign lines, since the introduction of the system of forwarding goods and parcels under value-payable receipt notes, were, from the middle of January 1886, in—

January	41
February	113
March	412

so that the system appears to be commending itself to the public.

During the year all stations, with the exception of the contract stations of Calcutta, Chitpore, Damukdia Ghât, and Goalundo, were allowed a rate for handling goods fixed sufficiently high to operate as a percentage commission on the traffic dealt with at each station. It was hoped that this might lead to a development of traffic. Though the results have not met anticipations in this respect, a more intelligent interest has been fostered in the traffic.

WARDHA COAL.

8. The financial results of the combined Railway and Colliery during the year 1885, as compared with that of 1884, is given in the statement below :—

Financial Results

Year.	Miles open.	Train miles run.	Gross earnings.	Working expenses	Percentage of expenses on earnings	FINANCIAL RESULTS		PER TRAIN MILE		
						Net profits.	Percentage of profits on Capital expenditure.	Gross Earnings.	Working Expenses	Profits
			R	R		R		R	R	R
1884	45	77,990	6,81,037	4,69,177	68·89	2,11,860	8·20	8·73	6·02	2·71
1885	45	78,126	6,53,649	5,07,254	77·60	1,46,395	2·19	8·37	6·19	1·88

The total earnings of the Colliery during the year 1885 were ₹4,00,310, and the working expenses ₹3,02,893, the net profits for the year being ₹97,417, which is equal to 9·6 per cent. on the Capital, ₹10,11,308, expended on the Colliery to end of 1885.

The following table shows the expenditure on Revenue account for the calendar year 1885, as compared with that of 1884, and explanation of sensible differences is given below it:—

HEADS OF ACCOUNT	Outlay, 1884	Outlay, 1885	DIFFERENCE	
			Increase	Decrease
	₹	₹	₹	₹
Maintenance of Way and Works	36,931	33,693		3,238
Locomotive Expenses	43,613	18,922	5,279	
Carrage and Wagon Expenses	23,761	22,551	..	1,177
Traffic Expenses	25,107	21,063		1,341
General Charges	50,315	51,110	3,525	...
Special and Miscellaneous Expenses	3,163	20,959	17,796	...
Warora Colliery Expenses	2,85,957	3,02,893	16,936	
TOTAL	4,69,177	5,07,251	43,836	5,759

The high percentage of Expenditure in 1885 is mainly due to heavy repairs to Locomotives, payment to Great Indian Peninsula on account of interest for 7 years on Capital cost of Wardha Joint Station sidings, &c., not previously charged, and replacing 2 boilers, sinking Fan shaft, renewing working barrel at No. 1 pit.

The following is a Statement of Earnings of the year, as compared with those of 1884:—

HEADS OF ACCOUNT	Earnings, 1884	Earnings, 1885	DIFFERENCE	
			Increase	Decrease
	₹	₹	₹	₹
Coaching Earnings	39,897	36,071	...	3,523
Goods „	1,73,262	1,11,296	..	23,966
Telegraph „	2,008	2,012	9	...
Sundry „	67,581	70,958	3,374	...
Warora Colliery Earnings	3,98,291	4,00,309	2,018	...
TOTAL	6,81,037	6,53,649	5,401	32,789

The large decrease under Goods Earnings is due chiefly to the reduction in the rate for carriage of coal for the public over this line from 6 to 4½ pies per ton-mile, which came in force from February 1885.

Colliery Working

The distribution of the coal raised in 1885-86 was as follows :—

	1885 86		1884 85	
	Tons	Cwt	Tons	Cwt
G I P Railway Company	55,884		51,341	
Nágpur and Chhattísgarh State Railway .	10,725	5	12,300	15
Rajputana-Malwa Railway . . . . .	.	...	2,160	.
Empress Mills, Nágpur	5,764	10	10,431	10
Hinganghát Mill Company	5 241		3,363	15
Badneta Manufacturing Company . . .	2,290		5,290	
Wardha Coal State Railway and Waiora Colliery .	13 298		13,852	10
Retail Customers	2,906	5	815	...
TOTAL .	96,112		99,554	10

Owing, it is supposed, to the temporary stopping of the Mohpani Coal Mines the Great Indian Peninsula Railway Company asked for 12,000 tons of coal more than the stipulated quantity (50,000 tons per year) during the months of November 1885 to June 1886, and of this extra demand up to the end of March 1886 a quantity of 5,581 tons has been supplied.

The cost of raising coal (96,257 tons) during 1885-86 was about R3,03,386, which gives a rate of R3-2-5 (nearly) per ton against R2-14-11 of 1884-85.

BAREILLY-PILIBHEET.

Traffic Results

9. The total earnings for the year 1885 amounted to R82,827, expenditure R65,584, net earnings R17,243.

The receipts from Coaching Traffic amounted to R29,955, of which R27,261 were from the 3rd class traffic. The total number of passengers was 85,198, of which

Coaching Traffic.

84,833 were in the 3rd class.

The Goods Traffic produced R15,549. The total tonnage lifted amounted to 28,696 tons, of which general merchandise was represented by 21,271 tons.

Goods Traffic

A considerable traffic in wheat, rice, seeds, sugar, and timber is done at Pilibheel station, but at the road-side stations there is little doing. The passenger traffic is not great, but is improving. Altogether the traffic of the line has not come up to the expectations formed of it.

NALHÁTI.

10. The following figures compare the principal revenue results of 1884 and 1885 :—

	1884.	1885.
	R	R
Earnings	77,610	76,783
Expenditure	70,499	63,020
Profits	7,111	13,763

Traffic Receipts

The table below shows the earnings under different heads, as compared with the previous year :—

	1884	1885
	R	R
Coaching	51,532	49,530
Goods	21,105	25,681
Electric Telegraph	1,485	1,169
Sundries	185	103
TOTAL .	77,610	76,783

The increase, R1,576, in Goods traffic, is due to the abnormal edible grain traffic consequent on the high rates prevailing from the destruction of crops by flood, and to the unusual local traffic consequent on the extensive brick-burning for repairs and renewals of buildings damaged by an earthquake.

The condition of the permanent way is very bad, it is nearly worn out, the prospects of the line do not however warrant any large outlay on its renewal, the speed has in consequence been reduced from 12 to 10 miles an hour. During the year 2½ miles of line were relaid with 41½-lb steel rails and Denham Olphert's pattern cast-iron sleepers.

TIRHOOT.

11. The total earnings for the year 1885 have amounted to R12,78,631, showing an improvement of R88,562 or 7 14 per cent. over the earnings of 1884. The working expenses amounted to R9,19,365, or 45 per cent. below the charges of 1884. The net revenue stands at R3,59,269, and shows an improvement of 34 77 per cent. over the previous year. The proportion of expenses to earning has increased by 5 70 per cent. during the year.

General Results

The net earnings yield 2 11 per cent on the total capital expended up to 31st December 1885, including outlay on the Tirhoot section of the Assam-Bihar State Railway, and 2 18 per cent. on the Capital outlay on the open line only.

The following table shows the result of Coaching and Goods traffic for the year 1885, as compared with previous year :—

DESCRIPTION	1884	1885	Increase
Number of passengers No.	881,889	1,462,159	580,570
Earnings from ditto R	4,23,408	4,70,720	17,312
Weight of goods Tons	1,58,219	1,94,521	6,305
Earnings from goods traffic R	5,25,228	5,80,271	55,043

The receipts from all classes of Passenger traffic show a favourable result in comparison with those of the previous year, excepting the receipts from second class traffic. There has been a decrease under this head, but this has been more than compensated by an increase under intermediate class. The reduction of third class fare, which is now lower than that on any other railway in India being 1.75 pice per mile, has contributed largely to induce the lower order of

people in the locality to use the railway more, and for short journeys particularly. The number of passengers in this class has been 66·72 per cent. more than that of the last year, and the receipts therefrom show a better result by 11·90 per cent.

The figures of Goods Traffic show a satisfactory result. The following table gives a comparison of this traffic for 1884 and 1885 :—

YEAR	GENERAL MERCHANDISE		OTHER GOODS.	
	Quantity	Receipts	Quantity	Receipts *
	Tons.	₹	Tons.	₹
1885	173,264	5,00,400	21,260	79,871
1884	140,593	4,09,630	47,626	1,18,598
Difference .	+ 32,671	+ 90,770	—26,366	—38,727

There has been a considerable increase in general merchandise, and a decrease in other goods. The increase in the former, noticed chiefly under seeds and food-grains, is due palpably to the reduction of rates towards which special attention was paid. The decrease in the latter has occurred chiefly in coal and construction materials.

The result of the year's working of the ferry is satisfactory, the receipts exceeding the expenses by ₹11,125. This is mainly due to the mileage rate of the ferry being enhanced for Goods traffic.

Revenue Expenditure. The total Working Expenses of the Railway compares as follows :—

	1884	1885
	₹	₹
Maintenance of way, works and stations	2,33,892	2,20,086
Locomotive expenses	1,96,623	1,99,749
Carriage and wagon expenses	65,566	48,371
Traffic expenses	1,32,040	1,66,684
General charges	1,32,561	1,57,924
Steam-boat service	1,27,614	1,12,291
Special and miscellaneous expenditure	34,891	14,260
TOTAL .	9,23,490	9,19,365

The replacement of the old creosoted pine by sal sleepers between Samastipur Junction and Mozufferpore, and the lengthening of the tie-bars of Denham-Olphert's patent sleepers, both in the eastern and western extensions, taken in hand last year, were completed. The renewal of sleepers on the Samastipur-Durbhunga Section is now necessary, and will be commenced in 1886.

NORTHERN BENGAL.

12. The following table compares the receipts and percentages of earnings under the several main heads for the last five years, the decrease in total earnings

Comparison of Receipts, 1881 to 1885.

* Includes live stock, rents, demurrage, &c

in 1884 and 1885 is due to the transfer of the Porádaha Section to the Eastern Bengal State Railway:—

MAIN HEADS	1881		1882		1883		1884		1885	
	Earnings	Per centage of gross earnings	Earnings	Percentage of gross earnings	Earnings	Percentage of gross earnings	Earnings	Percentage of gross earnings	Earnings	Percentage of gross earnings
	R		R		R		R		R	
Coaching	5,36,915	29 1	5,70,693	26 6	6,15,744	26 8	6,72,319	31 03	6,82,143	31 6
Goods	10,30,035	55 9	12,49,266	57 7	13,20,179	57 6	12,22,637	56 42	12,52,017	58 0
Total Traffic	15,67,850	85 0	18,00,959	84 3	19,35,923	84 4	18,94,956	87 45	19,31,160	89 6
Steam boat earnings	1,92,709	10 5	2,32,764	10 9	2,40,459	10 5	1,80,192	8 32	1,79,028	8 3
Sundries, including Telegraph	31,439	1 7	41,416	1 9	51,859	2 1	55,540	2 56	45,786	2 1
TOTAL	17,91,998	97 2	20,84,139	97 1	22,27,741	97 0	21,30,688	98 33	21,58,974	100
Add for 40 per cent of earnings of Porádaha Section received from the E B Railway Co	51,892	2 8	61,771	2 9	66,451	3 0	36,091	1 67		
GRAND TOTAL	18,43,890	100	21,45,910	100	22,91,192	100	21,66,769	100	21,58,974	100

The expenditure during the last five years and the percentages of the gross earnings expended by the several departments, are compared in the following tables:—

MAIN HEADS	1881		1882		1883		1884		1885	
	Expenditure	Percentage of gross earnings	Expenditure	Percentage of gross earnings	Expenditure	Percentage of gross earnings	Expenditure	Percentage of gross earnings	Expenditure	Percentage of gross earnings
	R		R		R		R		R	
Maintenance	2,10,290	11 4	2,24,404	10 4	2,57,131	11 2	5,90,422	27 2	6,13,432	28 4
Locomotive Expenses	2,68,540	14 6	3,08,456	14 4	3,38,405	14 8	3,52,005	16 3	3,11,503	14 5
Carriage and Wagon Expenses	40,503	2 2	50,639	2 4	59,330	2 6	65,330	3 0	55,774	2 6
Triffin Expenses	1,45,808	7 9	1,57,104	7 3	1,63,819	7 1	1,83,671	8 5	1,87,311	8 7
General Charges	1,60,325	8 7	1,77,572	8 3	1,11,595	6 3	1,56,119	7 2	1,74,972	8 1
Steam boat Service	1,00,121	5 4	1,14,475	5 3	1,14,785	6 3	1,52,512	7 0	1,51,315	7 0
Miscellaneous	18,987	1 0	19,707	0 9	23,725	1 0	15,163	0 7	17,343	0 8
TOTAL WORKING EXPENSES	9,41,571	51 2	10,52,357	49 0	11,28,820	49 2	15,15,255	69 9	15,14,710	70 1

As during the last year, so again during 1885, the working expenses have been increased by about R3,50,000, owing chiefly to the renewal of a very large number of inferior creosoted pine sleepers, and to making up the deficiency of ballast on the line; 1,035,000 cubic feet of brick and shingle were spread, 624,000 cubic feet being charged to Revenue and 2,170 rails, equal to 11 miles of line, and 72,489 timber sleepers were renewed during the year. The expenditure on repairing the bridges, station buildings, and staff quarters has also been very heavy, and it has been augmented to some extent by repairing the damage caused by a very severe shock of earthquake which occurred on the 14th July 1885. The working expenses have still further been increased by the payment of a sum of over R15,000 on account of compensation for goods which were lost or damaged by the sinking of a flat on the 25th February 1885.

These circumstances must be borne in mind in comparing the subjoined table of the financial results of the working of the Northern Bengal State Railway

Financial Results, 1881 to 1885.

during the last five years. The financial results of 1885 were also affected to a considerable extent by the breaks in the Eastern Bengal State Railway during the floods of September 1885, when the through booking of 3rd class passengers had to be stopped for a fortnight, and that of goods for nearly a month :—

YEARS.	Miles open.	Train-miles.	Gross earnings.	Working ex- penses.	Percentage of expenses to earnings.	FINANCIAL RESULTS.	
						Net profit.	Percentage of profit on capital expended.
			R	R		R	
1881 . .	*233	5,21,923	18,43,890	9,44,574	51.22	8,99,317	4.41
1882 . .	*231	6,15,090	21,45,910	10,52,357	49.04	10,93,553	5.33
1883 . .	*235	6,93,231	22,94,192	11,28,820	49.20	11,65,371	5.52
1884 . .	*245	7,59,520	21,66,769	15,15,255	69.93	6,51,514	3.15
1885 . .	*249½	7,17,012	21,58,974	15,14,710	70.16	6,44,264	2.96

* Exclusive of the Porádaha Section worked by the Eastern Bengal State Railway.

The decrease in the earnings of the Steam Boat Service is due to still further reduction of the ferry charges. From the middle of October 1885 to the end of January 1886, the goods traffic had to be conveyed across the Ganges between Sára and Kooshtea owing to the formation of churs opposite Dámukdia Ghât. Country boats were engaged to meet the extra requirements. The steamers *Vampire* and *Osprey* were employed solely for towing the flats and Native boats to and from Kooshtea, and a steamer and two small flats were hired from the Kaunia-Dharlla Railway to convey the mails and passengers between Dámukdia Ghât and Sára.

KAUNIA-DHARLLA.

13. The financial results of working the Kaunia-Dharlla State Railway during the last four years are compared below :—

Financial Results.

YEAR.	Gross earnings.	Working expenses.	Percentage of expenses to earnings.	FINANCIAL RESULTS.		
				Net profits.	Percentage of net profits on capital outlay.	Train-miles.
	R	R		R		
1882 . . .	97,688	92,448	94.64	5,240	0.62	24,236
1883 . . .	1,29,473	99,087	76.53	30,386	3.41	24,020
1884 . . .	1,61,527	1,18,481	73.35	43,046	4.67	25,222
1885 . . .	1,39,459	1,09,773	78.71	29,686	3.09	26,872

The increase in the percentage of expenditure to earnings is attributed to the great reduction in the passenger fares and goods rates made on the 1st July 1885, in order to develop traffic and to assimilate the mileage rates gradually with those of the Northern Bengal State Railway, and also partly to the renewal of 2,793 more sleepers than during the previous year at a cost of about Rs. 5,600.

The increase in the train-mileage is entirely due to the extension of the line from the Dharlla to the Brahmapootra river.

The number of passengers carried during the year was 82,191, and the weight of goods 4,285 tons, as compared with 87,931 passengers and 4,771 tons of goods during the previous year.

The earnings and expenses under the various main heads for the last four years are compared in the following table :—

EARNINGS.					EXPENSES.				
Main Heads.	1882.	1883.	1884.	1885.	Main Heads.	1882.	1883.	1884.	1885.
	R	R	R	R		R	R	R	R
Coaching, excluding coolies.	*34,246	36,792	46,954	42,088	Maintenance . . .	12,966	12,545	20,211	26,687
Coolies . . .	*...	5,515	7,912	5,689	Locomotive expenses .	11,200	12,253	13,300	14,686
Goods . . .	7,355	12,091	15,083	12,209	Carriage and Wagon expenses	2,613	3,125	3,895	4,515
Steam Boat . . .	55,801	74,357	91,244	78,926	Traffic expenses . . .	5,938	8,551	8,968	9,666
Sundries . . .	286	718	334	547	General Charges . . .	6,214	8,288	7,949	9,014
					Steam Boat Service . .	53,506	54,173	63,476	44,827
					Miscellaneous expenditure.	11	152	652	378
TOTAL .	97,688	1,29,473	1,61,527	1,39,459	TOTAL .	92,448	99,087	1,18,481	1,09,773

* Coolies and 3rd class were not shown separately during 1882.

Changes in the channel of the Teesta river rendered it necessary to take up the temporary line which was laid last year on a high chur, and on which the train used to be brought to a point opposite to Kaunia Station of the Northern Bengal State Railway. In place of the above a temporary line has been laid down on the east or left bank of the river to a point below the south end of the above chur, and the Northern Bengal has been extended to the nearest point on the opposite or right bank of the Teesta.

DACCA.

14. The line being new and only working for the greater portion of the time in short isolated lengths, the Revenue transactions of the year do not show a satisfactory balance, the net loss on the working to the end of December 1885 being R41,845.

An agreement was made with the India General Steam Navigation Company for working the goods traffic between Náráyanganj and Goalundo. An agreement was also made with the Eastern Bengal State Railway for the through working of the coaching traffic to Calcutta.

The principal staples of traffic on the line are expected to be jute, seeds, salt, piece-goods, and miscellaneous articles inwards, and the jute traffic in September promised well. The breaches on the Eastern Bengal State Railway, however, prevented anticipated development.

The passenger traffic is very encouraging, especially between Dacca and Náráyanganj and Mymensing and Gáfargáon. The traffic in the former section, however, will somewhat decrease in the rainy season when the Eastern Bengal State Railway despatch steamers come by the Dhaleswari route, and call at Dacca ghât, which is some distance from the railway station. It is hoped, however, that permission may be obtained to utilize the store siding on the river Buriganga at Postgolla to enable the railway to retain this traffic which last year went by hackney carriage and boat.

Flag stations have been opened at Hájiganj and Dholáiganj, which have given excellent results and will probably be permanently retained.

CAWNPORE-ACHNERA.

15. The Revenue accounts of the Cawnpore-Achnera Railway for the year have been greatly influenced by the breaks in the line which resulted from the floods in July. The interruptions lasted from the 17th July till the 1st November. Compared with 1884, the results of working have been—

EARNINGS			EXPENSES		
Main Heads	1884	1885	Main Heads	1884	1885
	R	R		R	R
Carriage	157,691	5 19 810	Maintenance	1 31 155	2 18 476
Goods	3 74 335	3 39 533	Locomotive	2 00 049	2 49 709
Electric Telegraph	10 755	7 480	Carriage and Wagon	52 301	41 326
Sundries	17,857	46 678	Traffic	1 13 616	1 53 252
			General Charges	89 510	1,25,859
			Special and Miscellaneous	8,722	11,024
				5 95,356	8 02,646
			Balance—Net earnings	2,65,342	1,10,855
TOTAL	8,60,698	9,13 501	TOTAL	8 60,698	9,13,501

Owing to the line having been divided into three sections for upwards of three months, in consequence of breaks in the line owing to floods, the increased mileage open has resulted in a very small increase in the earnings.

For three months there was no booking between the stations east and west of Kásganj, owing to the destruction of the upper Kali Nadi Bridge, and the traffic between Farukhabad and Cawnpore was greatly restricted owing to the failure of the lower Kali Nadi Bridge. The result was, that the goods earnings were less than in the previous year, and the passenger earnings did not show such an increase as they should have done. The great increase in the number of passengers carried is more apparent than real, because many passengers who formerly took single through ticket were obliged to take two, one when starting upon their journey, and a second after the break had been crossed. The low rates charged for potatoes, $\frac{1}{2}$ pie per maund per mile, appears to have secured a large traffic in them, the quantity lifted having increased from 2,300 to nearly 10,000 tons. Potatoes are carried in carts in bulk, but have to be bagged for despatch by Railway, consequently low rates have to be charged on the Railway to secure the traffic.

The expenditure under all heads (excepting Carriage and Wagon) is greater. The increase under Maintenance is due to the large expenditure on diversions and renewal of bridges over the Kali Nadi, and under other heads to the greater length of line open for traffic.

AMRITSAR-PATHÁNKOT.

16. This line was constructed by the Punjab Government as a Provincial State Railway and was worked by the Sind, Punjab and Delhi Railway Company till 31st December 1885. It was maintained by the Punjab Government till the Company ceased to exist, when maintenance as well as working was undertaken by the North-Western Railway.

The length of line worked during the past year was 66 miles. Having

only been open for traffic in 1881, *viz.*, 51 miles on 1st January and 14 miles on 8th June, the expenditure on maintenance has been at a minimum—

Gross receipts	R
Working expenses	2,89,576
Revenue transactions—	
Net earnings	2,24,014
Percentage on Capital expenditure	
Interest for the year at 4 per cent.	R
Deficit for the year	65,862
Net earnings to date	1 18
Total interest to date	
Deficit to date	R
	2,20,622
	1,54,760
	94,176
	5,07,241
	1,13,065

NÁGPUR-CHHATTÍS GARH

17. The total traffic earnings of the line for the year 1885, were R14,14,889, and the total working expenses were R9,21,315, net profits therefore amounted to R4,93,574, being 4.58 per cent. on the capital outlay (R1,07,69,021) on the line to end of the year. The financial results of the working of the line for the year 1885, as compared with that of the previous year, is given in the table below —

YEAR	Miles open	Train miles run	Gross earnings	Working expenses	Percentage of expenses on earnings	FINANCIAL RESULTS		PER TRAIN MILE		Profits
						Net profits	Percentage of profit on Capital expenditure	Gross earnings	Working expenses	
			R	R		R		R	R	R
1884	149	375,919	13,23,014	7,61,981	57.82	5,58,030	5.50	3.52	2.03	1.49
1885	149	397,262	14,11,889	9,21,315	65.12	4,93,574	4.58	3.56	2.32	1.24

The statement below shows the earnings and expenditure on Revenue Account during 1885 under the several heads as compared with that of 1884 —

EARNINGS					EXPENSES				
HEADS OF ACCOUNT	1884	1885	DIFFERENCE		HEADS OF ACCOUNT	1884	1885	DIFFERENCE	
			Increase	Decrease				Increase	Decrease
	R	R	R	R		R	R		R
Coaching	2,08,035	2,27,597	18,662		Maintenance of Way and Works	2,39,610	3,56,712	1,17,132	
Goods	11,05,325	11,77,488	72,163		Locomotive Expenses	2,15,512	2,62,760	47,248	
Telegraph	3,885	3,812		73	Carriage and Wagon Expenses	50,191	66,510	16,319	
Sundry	4,869	5,902	1,033		Traffic Expenses	1,16,215	1,17,012	797	
					General Charges	89,626	1,01,715	12,089	
					Special and Miscellaneous Expenses	14,830	10,546	4,284	
TOTAL	13,23,014	14,11,889	88,875	73	TOTAL	7,61,981	9,21,315	1,59,334	

The chief item of excess over expenditure of last year, is under Maintenance of Way, Works and Stations under which the excess is R1,17,132 which, as before stated, is due to extraordinary renewal of sleepers and ballast, also to the charge to Revenue on account of the reconstruction of the Panolee Bridge.

BURMA.

18. At the commencement of the official year the Sittang Line was opened

as far as Nyaunglebin (93rd mile), and on the 1st July 1885, the remaining section of 73 miles to Tounghoo was opened to passenger and goods traffic.

The total mileage open at the close of the year was 327 miles.

Earnings.

The following table gives a comparison of the earnings for the years 1884 and 1885 :—

HEADS OF ACCOUNT.	1884.	1885.	More in 1885.
	<i>R</i>	<i>R</i>	<i>R</i>
Coaching	12,52,282	12,71,725	19,443
Goods	8,24,430	8,35,932	11,502
Electric Telegraph	10,212	10,401	189
Sundries	18,497	45,597	27,100
TOTAL .	21,05,421	21,63,655	58,234

The increases here shown are due chiefly to the Sittang Line both on the section worked throughout the year and that opened in July. The earnings would have been heavier had it not been for the disturbed condition of the country both before, during, and since the expedition to Upper Burma.

In the following table a comparison is made between the outlay on Working Expenses. Revenue Account in 1884 and 1885 :—

HEADS OF ACCOUNT.	Outlay in 1884.	Outlay in 1885.	DIFFERENCE.	
			More in 1885.	Less in 1885
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Maintenance of Way, &c.	3,73,596	6,41,951	2,68,355	...
Locomotive Expenses	3,77,187	4,15,163	37,976	...
Carriage and Wagon Expenses	89,665	89,559	...	106
Traffic Expenses	2,94,807	3,03,535	8,728	...
General Charges	1,34,332	2,21,441	87,109	...
Special and Miscellaneous Expenses	13,899	18,884	4,985	...
TOTAL .	12,83,486	16,90,533	4,07,047	...

The increase in expenses in 1885 over 1884 is due almost entirely to increased mileage and to the maintenance charges for the 73 miles of the Sittang opened to traffic in July.

The expenses also include a charge of about R12,000 incurred in running Pilot Engines in advance of the Up and Down night mail trains when the disturbed state of the country rendered this advisable, and also in working an armoured and armed Patrol Train in connection with the precautionary measures needed for the safety of the line.

JORHÁT.

19. The total earnings of the line for the year 1885 were R32,218, and the expenditure was R39,673. The net loss of the year, therefore, amounted to R7,455.

This line was only opened for traffic in December 1884.

The goods carried by the Railway are divided into three classes in the Traffic and Working. General Classification of Goods. The

rates are 1, 2, and 3 pies per maund per mile for 1st, 2nd, and 3rd class goods respectively.

There are two classes for passengers—upper and lower. A single upper class fare from Jorhat to the Ghât, and *vice versa*, is R1, and the lower class fare 2 annas.

The distance to the Ghât in the rainy season is 7 miles, and in the dry weather, 12 miles.

MADRAS.

20. The net profits of the year under review were R32,79,168 (£300,590), giving a dividend at the rate of 2·85 per cent. on the total Capital outlay, and fall short of the guarantee by £221,802.

The guaranteed interest from the formation of the Company up to 31st December 1885 amounted to £12,334,236, and the net profits for the same period to £5,464,916, leaving a balance of £6,869,320 against the revenues of India.

Comparison of Earnings and Working Expenses.

The general results of last five calendar years are compared in the following table :—

YEAR.	Gross earnings.	Expenditure.	Net revenue.	Dividend on Capital expended.	Percentage of expenses to receipts.	Receipts per open mile per week.
	R	R	R	Per cent.	R	R
1881 . . .	63,11,312	42,35,456	20,75,856	1·82	67·11	141
1882 . . .	69,18,571	43,47,730	25,70,841	2·25	62·84	155
1883 . . .	66,31,909	41,05,360	25,26,549	2·22	61·90	148
1884 . . .	71,41,318	42,05,631	29,35,687	2·57	58·89	159
1885 . . .	76,57,993	43,78,825	32,79,168	2·85	57·18	171

The gross earnings show an increase of upwards of 5 lakhs over the previous year, whereas the expenditure gives an excess of only 1½ lakhs. Consequently the net revenue and the percentage of receipts absorbed by working expenses compare favourably with preceding years.

The earnings under coaching and goods have been—

YEAR.	COACHING.		GOODS.		TOTAL.
	Amount.	Per open mile per week.	Amount.	Per open mile per week.	
	R	R	R	R	R
1881	26,42,909	59 07	34,85,445	77·91	61,28,354
1882	29,00,202	61·71	38,41,103	85·70	67,41,305
1883	27,33,434	60 83	37,25,755	82·99	64,59,189
1884	30,10,922	67·25	39,62,694	88·51	69,73,616
1885	32,19,677	71·91	42,72,976	95·44	74,92,653

The traffic continues to develop in both coaching and goods, the improvement in the former being principally due to third class passengers, while in the latter the decrease in freights on raw cotton due to a total failure of the crop in the Bellary District was made up for by the haulage of material for State Railways.

The following table shows the tonnage of grain brought into Madras during the last three years by the several routes :—

	1883	1891	1895
	Tons	Tons	Tons
Sea	49,247	8,297	15,107
Buckingham Canal	15,004	25,218	30,757
Madras Railway	28,532	29,036	28,971
Cuts	12,203	12,660	12,306
TOTAL	104,986	75,211	90,141

The total quantity of salt carried over the whole system in 1885 was 67,066 tons, yielding R1,61,014, as compared with 58,679 tons, yielding R1,09,698 in 1884. The increase was due entirely to larger exports from Madras to the districts of Salem, Coimbatore, Bellary, North Arcot, and Mysore.

SOUTH INDIAN.

21 The general results for the last five calendar years are compared in the following table :—
Comparison of Earnings and Working Expenses.

YEAR.	Gross earnings	Expenditure	Net revenue	Dividend on capital expended	Percentage of expenses to receipts	Receipts per open mile per week
	R	R	R	Per cent		R
1881	37,55,655	25,17,962	12,37,726	2 74	67 04	109
1882	37,58,711	23,56,386	11,02,328	3 09	62 69	109
1883	38,69,668	25,47,355	13,22,333	2 91	65 83	112
1884	41,89,019	26,96,558	11,92,191	3 25	61 57	122
1885	45,60,125	29,78,111	15,81,711	3 12	65 31	132

The earnings show an increase of nearly 3½ lakhs of rupees over the preceding year, of which upwards of 3 lakhs appear under the head of Coaching traffic, notwithstanding that through traffic was interrupted between 1st January and 2nd February. The expenditure exceeded that of the previous year by upwards of 2½ lakhs, which was due to repairs of flood damages, and the provision of additional waterway. There was also an extra charge of nearly R57,000 for loss by exchange. Notwithstanding this, the net revenue shows an improvement over the preceding year of nearly a lakh of rupees.

The earnings under Coaching and Goods have been as follow :—

YEAR.	COACHING.		GOODS.		TOTAL.
	Amount.	Per open mile per week.	Amount.	Per open mile per week.	
	R	R	R	R	R
1881	21,06,450	61.68	15,41,534	45.14	36,47,984
1882	21,14,967	61.92	15,94,462	46.69	37,09,429
1883	20,68,188	60.56	17,47,501	51.17	38,15,779
1884	22,29,841	64.78	18,96,047	55.08	41,25,888
1885	25,80,473	73.51	19,67,672	57.16	44,98,145

The coaching traffic still continues to develop, but about one lakh of the increase is due to the Mahamagam feast, which took place between the 23rd February and 6th March, and which occurs only once in a period of 12 years.

The earnings under goods also show an increase, due to harbour materials, without which there would have been a falling off. The decrease of ordinary goods traffic was caused by the partial closing of the line in consequence of the flood damages of 1884 and 1885.

GREAT INDIAN PENINSULA.

22. The result of the past year's operations has proved to be far more favourable than that recorded in 1884.

Revenue Transactions.

The gross income of the Company shows an improvement of over 8 per cent., while the concurrent increase in the cost of working was slightly over 4 per cent. The figures for the two periods are compared in the following table:—

	1884	1885	Increase in 1885
	<i>R</i>	<i>R</i>	<i>R</i>
Gross Earnings	3,36,56,543	3,64,32,047	27,75,504
Do. Expenses	1,73,31,579	1,80,65,174	7,30,895
Net Earnings . { Of State lines pay- able to Govern- ment	2,58,197	3,19,353	61,156
Of the Company	1,60,63,767	1,80,47,220	19,83,453

The actual sum payable to the Company as its moiety of surplus profits realised amounted to R27,02,197, which, added to the guaranteed interest, represented 5·77 per cent. per annum on its invested Capital, while the gain to Government during the year by virtue of their guarantee was R24,31,716.

The Working Expenses, which, as already shown, exceeded those for the preceding year by R7,30,895, are detailed in the following statement:—

	1884.	1885	Increase in 1885.
	<i>R</i>	<i>R</i>	<i>R</i>
Maintenance of Way, Works, &c.	41,87,315	46,40,046	1,52,701
Locomotive Expenses	66,70,651	69,71,469	3,00,818
Carriage and Wagon Expenses	23,37,263	23,99,817	62,554
Traffic Expenses	23,35,133	21,64,518	1,29,415
General Charges	11,38,484	11,69,050	30,566
Special and Miscellaneous Expenses	8,65,708	1,20,541	54,841
TOTAL	1,73,34,579	1,80,65,174	7,30,895
Net Increase in 1885			7,30,895

The following table shows the variations in the receipts from the principal sources of income :—

	1884.	1885	Increase in 1885
	<i>R</i>	<i>R</i>	<i>R</i>
Coaching Traffic	76,73,057	78,74,634	2,01,577
Goods Traffic	2,56,19,008	2,82,01,308	25,55,300
Electric Telegraph Earnings	49,522	51,058	4,236
Sundries	2,54,657	2,99,017	14,390
TOTAL	3,36,56,541	3,64,32,017	27,75,503
Net Increase in 1885			27,75,503

Of the improvement indicated above in the Company's income from all sources 92 per cent. was contributed by the Goods Traffic.

Traffic and Working. The Passenger Traffic is analysed in the following statement —

	FIRST CLASS.		SECOND CLASS		THIRD CLASS MAIL		THIRD CLASS ORDINARY	
	Troops and Police	Public	Troops and Police	Public	Troops and Police	Public	Troops and Police	Public
1885	1017	42 932	78 900	166 150	9 220	192 723	26 329	6 799 412
1881	3 252	40 860	71 312	158 331	13 371	461 160	5 529	6 695 969
1885 . { Increase Decrease	815	2,072	1,588	8 119	4 151	28 563	22,800	103 443

BOMBAY, BARODA AND CENTRAL INDIA.

23. There has been an improvement in the result of the past year's working, compared with that of 1881, as indicated in the following statement :—

MAIN HEADS.	1881	1885.	Increase in 1885.
	<i>R</i>	<i>R</i>	<i>R</i>
Gross Earnings	1,21,95,590	1,31,40,336	9,44,746
Working Expenses	52,38,457	56,63,552	4,25,125
Net Earnings	69,57,133	74,76,754	5,19,621

The total income has increased by about 8 per cent., but this has been modified by a concurrent increase in the cost of working ; there is, however, a gain of 7 per cent. in the net earnings which are greater than have been realised in any previous year.

The net earnings were equivalent to a return of 8.91 per cent. on the guaranteed Capital.

The working expenses were returned at Rs.4,25,125 above those for the

preceding year. The following table shows the direction in which the increased expenditure was incurred :—

MAIN HEADS	1884	1885.	Increase in 1885	Decrease in 1885
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Maintenance of Way and Works .	14,86,535	17,13,094	2,56,549	...
Locomotive Expenses	15,76,614	17,32,495	1,55,881	.
Carriage and Wagon Expenses . .	7,77,738	7,35,935	...	41,803
Traffic Expenses	7,31,417	7,34,014	2,597	
General Charges	5,55,667	5,88,215	32,578	...
Special and Miscellaneous Expenses .	1,10,186	1,29,809	19,323	.
TOTAL .	52,35,457	56,63,552	4,66,928	41,803
Net Increase, 1885 .			4,25,125	...

The increased expenditure on Maintenance was confined to the first half of the year when more than $\text{Rs}2\frac{1}{2}$ lakhs were reported over the previous corresponding period. 20 miles of line were re-laid with new material as against 12.69 miles in the first half-year of 1884.

The following table indicates the sources from which the improvement in earnings was realised :—

MAIN HEADS	1884.	1885	Increase in 1885
	<i>R</i>	<i>R</i>	<i>R</i>
Coaching Traffic	37,62,704	38,17,199	51,195
Goods Traffic	82,55,823	91,08,382	8,72,559
Electric Telegraph Earnings	31,761	32,393	629
Sundries	1,65,299	1,82,362	17,063
TOTAL .	1,21,95,590	1,31,40,336	9,41,746

OUDH AND ROHILKHAND.

Financial Results

24. The following were the Revenue Transactions during the year 1885 :—

	<i>R</i>	<i>R</i>
Gross Receipts	55,37,309	
Working Expenses	36,32,008 [†]	
Net Earnings		19,05,361
Percentage on Capital withdrawn from Treasury	2 10 [†]	
Guaranteed Interest for the year	35,39,072	
Interest on Capital overdrawn	91,520	
		36,30,592
Deficit for the year		18,35,231
Net Earnings to date		2,15,31,774
Guaranteed Interest to date (including interest on overdrawn Capital)		4,34,13,736
Deficit to date		2,18,75,962

The Coaching Traffic during the year 1885, as compared with 1884, has remained nearly stationary. There is an increase in numbers carried of 31,763 and an increase in receipts of Rs30 only.

* This amount does not include $\text{Rs}1,10,000$ estimated value of 25 carriages charged off directly to Net Revenue account.

[†] $(19,05,361 - 1,10,000) \times 100 + 85,434,426$.

The total receipts from Goods Traffic shows an increase of R1,24,193 in 1885 as compared with 1884. The amount realised from carriage of Revenue stores, however, was R1,11,880 in 1885 as compared with R53,103 in 1884. Deducting these figures in each case the normal increase of Goods Traffic in 1885, compared with 1884, amounts to R65,415.

The following table compares the working expenses of 1884 and 1885 :—

ABSTRACTS.	AMOUNTS		REMARKS.
	1884	1885.	
	R	R	
Maintenance	8,56,764	11,35,096	
Locomotive	8,79,448	8,99,887	
Carriage and Wagon	2,38,065	2,82,774	
Traffic	1,89 166	5,02,147	
General	3,51,839	4,06,849	
Special and Miscellaneous	1,03,470	1,05,305	
TOTAL .	29,49,052	36,32,008	

DEOGHUR.

25. This branch was closed on 1st November 1885 under sanction of the Rohini Branch Government of India.

Revenue. The Revenue of the year was as follows.—

	R
Passengers	23,017
Goods	616
Sundries	324
TOTAL .	23,957

EXPENDITURE.

	R
Maintenance of Way and Works	3,371
Locomotive Expenses	4,417
Carriage and Wagon Expenses	425
Traffic Expenses	4,256
General Charges	1,557
Special and Miscellaneous	52
TOTAL .	14,078

BENGAL CENTRAL.

26. The line is worked by the Eastern Bengal State Railway, the Company maintaining the way and works.

Traffic and Working. The results of the year's working are compared in the following table with the results obtained in 1883 and 1884:—

	1883		1884		1885	
Mean mileage worked	3255		11113		12575	
Total Train mileage	56,987		196,818		201,889	
Earnings						
Coaching Traffic	P	R	R	R	R	R
Goods Traffic	83353		361213		420717	
Electric Telegraph	17866		53,107		69802	
Sundries	903		2315		173	
	7706		29315		13078	
		1,07,951		1,19,010		5,35,352
Expenses						
Maintenance of Way Works, and Stations	61209		1,60,283		162625	
Locomotive Expenses					71,371	
Carriage and Wagon Expenses	35988				29819	
Traffic Expenses			3,50,113		78146	
General Charges	50117				120622	
Special and Miscellaneous					61,333	
		1,47,314		5,10,396		5,27,119
Net Earnings		—39390		—61,356		8,233
Percentage of expenses to earnings		13619		11366		9846
Gross earnings per mile per week		61		76		82

The traffic of the line does not as yet show much signs of improvement. There has, however, been a slight increase in rice and betel-nuts from Khoolna, and it is hoped that this traffic will develop on the opening of direct communication with the North-Western Provinces, when the new Railway bridge on the East Indian Railway at Hooghly is completed.

The establishment of a Bonded Salt warehouse at Khoolna has been under consideration of the Government of Bengal since April 1885. It is expected that an impetus will in this way be given to traffic *via* Khoolna. Some few stations on the line have attracted some goods traffic, but only to a small extent. Singhia, of which great hopes were formerly entertained, has only supplied a few hundred maunds, owing, it is believed partly, to the river being full of weeds and the Upa Khall silting up and forcing the traffic *via* Khoolna. The goods from the districts served by the Upa Khall, *viz*, Narai and Magooria, are now sent by boats to Calcutta, but some traffic in jute, seeds, and passengers is also being brought from these localities by the steamers of the Bengal Central Flotilla Company working in connection with the Railway. The steamers of this Company are also working goods and passengers from Barisal and intermediate stations.

BENGAL AND NORTH-WESTERN.

27. The gross earnings of the open line for the year amounted to Rs12,05,541 and the working expenses to Rs6,16,334, making the net earnings Rs5,89,207, producing a dividend of 2·9 per cent. on the Capital expenditure up to 31st December 1885.

During the year the maintenance of the line between Mankapur and Sonapore amounting to Rs1,19,084 was charged against Capital. The maintenance of the remainder of the line from Ajodhya to Bahraich between January and 2nd April was charged to Capital and, after the latter date, to Revenue.

During the half-year ending 31st December 1885, the traffic was hampered by the Rapti Ferry, and during the rains of 1885, owing to the banks being new and unconsolidated, difficulty was experienced in keeping the line in a fit state for traffic; it was however maintained throughout without any serious accident. It

has now become consolidated, has been thoroughly ballasted, and is in very good order

The total receipts from Coaching Traffic during the year amounted to **Rs4,93,314**. Through booking of passengers was established with the East Indian Railway in April 1885, and since that time the foreign passenger traffic has steadily developed.

The Local Traffic has also increased uniformly, and the receipts from this source were **Rs15,000** better in the half-year ending 31st December 1885 than in the half-year ending 30th June 1885.

The total number of passengers carried during the year was **930,788**, the last half showing an increase of **105,688** over the first half of the year.

The receipts from Goods Traffic amounted to **Rs5,78,156**; the following are the weights of the most important staples carried.—

COMMODITIES	1st half of 1885.	2nd half of 1885	Total for year
	Tons.	Tons	Tons.
Grains and Pulses	18,681	23,645	42,329
Seeds	18,915	8,293	27,208
Cotton, Manufactured	2,228	1,909	4,137
Sugar	3,155	1,641	4,796
Salt	1,207	2,516	3,723

Through Booking of Goods with the Tirhoot State Railway was established on 1st December 1885. The Ferry between Sonapore and Hajipur over the Gunduk River is worked by this Company. The Establishment of Through Booking has been very beneficial to this Railway and promises to be much more so. A considerable trade in grains, pulses, rice, seeds, and tobacco is expected.

The Passenger Traffic on the Ganges Ferry improved considerably during the last half of the year, the number of passengers carried being **57,369** and the receipts **Rs10,739** more than in the first half of 1885. There was, however, a decrease in the Merchandise carried amounting in weight to **7,872** tons and in value to **Rs17,381**. During the last half of the year the Sonapore Annual Fair occurred which helped to increase the number of passengers during that period. The net earnings of the Ferry during 1885 amounted to **Rs28,689**, the earnings having amounted to **Rs98,332** and the expenses to **Rs69,643**.

During the first half of the year the Goods Traffic was carried in country boats to Bunka Ghât. In the last half it was carried by the Company's Flotilla to Digha Ghât.

The Traffic over the bridge-of-boats at Ajodhya on the Gogra has considerably increased during the year, and as soon as the Oudh and Rohilkhand branch line is opened, a further large increase may be looked for. Twelve new country boats have been added to the plant of the Ferry to meet the traffic demands during the rains. During the half-year ending 31st December 1885 the Ferry was worked at a loss of **Rs4,341**, the earnings being **Rs13,260** and the expenses **Rs17,601**. In this half-year the traffic is small and the expenses are high owing to the cost of erecting and dismantling the bridge-of-boats having to be provided for.

The Monsoon Ghât Station for the Ganges was begun and finished during the year. This station is required during July, August, and September whilst the

river is in flood. The buildings are all temporary, as the river may change its channel at any time and thus either destroy the works or make them useless. The sidings to keep them above flood level are laid on a bank 10 feet high.

The dry weather Ganges Ghât Station is situated 3 miles down stream from the monsoon station. It is situated within the flood channel of the river and the works are quite temporary. All sidings, &c., are lifted yearly before the river rises in flood and are relaid after the rains.

ROHILKHAND-KUMAUN.

28 The financial results of the Rohilkhand-Kumaun Railway for the year 1885 were as follows :—

		R	
Gross Earnings	.	.	2,38,572
Expenses	.	.	1,58,118
Net earnings		.	50,154

which, upon a Capital outlay to 31st December 1885 of R21,71,121, including suspense, gives a dividend of 3·69 per cent.

Coaching Traffic.

The number of passengers and the receipts therefrom were as follows :—

		Nos		Receipts	
				R	
1st	Class	.	2,179	.	21,992
Intermediate	„	.	3,310	.	9,871
3rd	„	.	59,654	.	49,356
Total		.	95,143	.	81,222

Altogether the Coaching receipts for the year amounted to R1,07,024.

During the first half-year 6,931 tons of General Merchandise were carried, earning R15,586; and during the second half-year 11,032 tons were carried, earning R18,335.

Goods Traffic.

THATÔN-DUYINZAIK.

29. This railway has been working steadily and without interruption during the period under review. Several attempts were made to wreck trains by logs of timber and large stones being placed on the rails, but all of them were frustrated by the watchfulness of the overseers about the line, and the carefulness of the drivers. Though rewards were offered for the apprehension of the culprits, they are still unknown and at large.

There has been no marked increase or decrease in passenger or goods traffic excepting in the month of February last, the Burmese month of Taboung. In this month, as a rule, thousands of people from Moulmein flock to Thatôn annually to worship at the Pagoda there and to exchange commodities with Shans from up-country who visit the place for similar purposes. In the present year, owing to the disturbed state of the country, the up-country visitors did not come, and consequently the fair fell flat.

ASSAM.

30. The gross receipts of the Railway were R2,57,335 and expenditure R3,21,199, leaving a loss of R63,864, of which R56,615 occurred in the first half of the year.

Financial Results.

The passengers carried and receipts therefrom were as follows:—

Coaching Traffic						No.	₹
1st Class	.	.	.	.	.	2,573	4,128
2nd „	.	.	.	.	.	2,896	2,844
3rd „	.	.	.	.	.	67,073	36,661
Total Passenger receipts							43,633
Other Coaching and Sundry receipts							6,624
Telegraph							5,606
Steam Boat Earnings							8,413
Total Coaching, Telegraph, Steam Boat, and Sundries							64,276
Goods Traffic						Tons	₹
General Merchandise						11,571	4,429
Coal						36,816	98,561
Revenue Stores other than Coal						..	7
Live Stock						No 123	150
						48,387	1,03,150

Total rate of earnings per week per mile of open line, including coal, was Rs 17. Excluding coal it was Rs 16.

The principal commodities carried were—

	Tons	₹
Coal	33,101	91,021
Coke	3,415	7,513
Grain and Pulses	4,923	34,506
Total	3,551	30,153

A subsidy of Rs 93,561 was paid to the Company by the Assam Administration in January 1886, and also a further sum of Rs 1,651 was paid on account of the Section Dum-Duma to Talap opened on the 5th February 1885.

Specially low rates are being now arranged to secure the Dibrugarh bazar traffic to and from Steamer Ghât which still keeps to the cart road. Excepting here the railway has obtained all the traffic within its reach. But a feeder road is wanted from Tingrai to Tinsukhia Station, to accommodate the tea estates in the former neighbourhood which still use the River Dehing at great cost.

The Coal traffic increased from 18,111 tons in 1881 to 33,101 tons in 1885. Tea from 2,970 tons to 3,384 tons. Coaching traffic was stationary.

There is a very large prospective development in all classes of merchandise especially in tea, garden stores, and coal: 6,500 tons of the latter are now passing over the line monthly from the Makum mines. The coal is being extensively used by the river steamers, by the tea garden factories, and is spreading into Northern Bengal, Eastern Bengal, and Cachar.

The fuel used in the Locomotives and Workshops was entirely coal obtained from the Company's mines across the Dehing. The coal was charged at 5 annas a maund, and notwithstanding its friable nature gave entire satisfaction to the Locomotive Superintendent. Very heavy coal trains were run during the year and steam was easily maintained.

BERAR.

31. These lines are worked by the Great Indian Peninsula Railway as part of their own undertaking. The result of the working during 1885 is exhibited in the following table:—

RAILWAYS						Gross Earnings	Working Expenses	Net Earnings.
						₹	₹	₹
Khairgaon	.	.	.	.	.	41,863	30,313	11,020
Amiaota	.	.	.	.	.	80,803	46,856	34,447

The Gross Earnings were derived from the following sources.—

MAIN HEADS							Khamgaon	Amraoti
							R	R
Coaching Traffic	.	.	.	.	.	.	6,211	11,612
Goods Traffic	.	.	.	.	.	.	34,813	66,016
Electric Telegraph Earnings	.	.	.	.	.	.	52	115
Sundry Earnings	.	.	.	.	.	.	224	.
TOTAL							41,300	80,503

The foregoing figures are compared with those for 1884 in the subjoined statement :—

HEADS	KHAMGAON		AMRAOTI	
	1884	1885	1884	1885
	R	R	R	R
Coaching Traffic	7,105	6,211	14,770	14,612
Goods Traffic	39,411	34,843	61,767	66,016
Electric Telegraph Earnings	51	52	52	115
Sundries	234	211	163	...
TOTAL	46,801	41,303	76,752	80,803

BIOPAL-ITÁRSI.

32. The line is worked by the Great Indian Peninsula Railway Company who, under agreement with Government, receive for working expenses the same rate per traffic train-mile as their own traffic costs, with 5 per cent. of gross receipts for use of rolling stock and 20 per cent of net profits.

The following comparative statement shows the earnings and working expenses under the different main heads of account :—

Revenue Transactions			
PARTICULARS	1884	1885	Increase in 1885.
	Miles	Miles	Miles
Mean mileage open	16 97	57 25	40 28
EARNINGS.	R	R	R
Coaching Traffic	19,118	59,493	40,275
Goods „	14,960	70,101	55,141
Electric Telegraph	1,688	2 091	108
Sundries	.	520	520
TOTAL	35,766	1,32,105	96,342
WORKING EXPENSES.			
Maintenance of Way and Works	12,560	52,753	40,193
Locomotive, Carriage and Wagon and Traffic Expenses	21,367	79,487	58,120
General Charges	3,311	9,291	5,977
Special and Miscellaneous Expenditure	651	9,240	8,559
TOTAL	37,922	1,50,771	1,12,849
Net Earnings	—2,156	—18,663	—16,507

The increases under Earnings and Expenses were chiefly due to the additional 15½ miles of the line being opened for traffic for the whole year 1885 while in 1881 they were only open from 18th November.

HIS HIGHNESS THE NIZAM'S.

33. The gross earnings of the Railway for the year 1885 were R11,13,949 against R9,72,916 in the previous year.

Revenue Transactions Although the working expenses have been increased from R6,13,113 to R6,26,926 owing to renewals to permanent-way executed during the first half of 1885, the net earnings increased from R3,59,773 in 1881 to R1,87,023 in 1885, the year under review.

The following table gives the results of the working since 1879 :—

YEAR	EARNINGS				Working Expenses	Net Earnings
	Coaching	Goods	Miscellaneous	Total		
	R	R	R	R	R	R
1879 . . .	3,00,355	3,81,622	12,420	6,91,400	6,01,175	89,925
1880 . . .	3,05,711	3,79,941	11,001	7,02,716	4,78,106	2,24,310
1881 . . .	2,95,196	4,43,951	17,657	7,56,804	4,64,009	2,92,775
1882 . . .	3,41,291	4,95,231	19,892	8,56,414	4,84,317	3,75,100
1883 . . .	3,77,127	1,61,577	14,816	5,53,520	6,15,588	2,37,932
1884 . . .	1,17,780	5,12,945	12,191	9,72,916	6,13,143	3,59,773
1885 . . .	1,32,618	6,75,706	15,625	11,13,949	6,26,926	1,87,023

The Coaching traffic, which abnormally expanded in 1881 owing to the installation of His Highness the Nizam, shows a falling off in 1885 of R25,162, although there is a satisfactory increase in the receipts from 3rd class passenger traffic of R15,101

Goods Traffic The receipts on account of " goods " amounted to R6,75,706 or R1,62,761 more than the previous year. Of this sum, however, R75,051 is due to the carriage of Railway material on account of the extensions of the Railway line to Warangal

Working Expenses The working expenses of the Railway show a slight increase of R13,783 over those of the previous year, being R6,26,926 against R6,13,143. The percentage of gross earnings was 56.28 against 63.02 of 1881.

BHÁVNAGAR-GONDAL.

34. The gross revenue for the year 1885 amounted to R10,04,660 against R10,92,313, or R87,653 less than that in the previous year. The working expenses amounted to R6,13,413 against R5,91,811, or R18,572 more than that in 1884. The net revenue is R3,91,247 against R4,97,172, or R1,06,225 less than that in the previous year.

Coaching Traffic The passenger traffic of the year shows an improvement to the extent of R3,296. The number of passengers carried was 801,371 against 768,474 in 1884 realising R4,93,386 as compared with R4,90,090 in the previous year.

Goods Traffic The receipts from Goods Traffic amounted to R4,66,375 as compared with R5,81,483, or R1,15,108 less than that in 1884. The decrease is due to deficient outturn of cotton, the falling off in which item amounted to R1,31,779. The expenditure for the first time booked under this Abstract for steamer

Steam Boat Service service between Bombay and Calcutta, and *vice versa*, amounting to Rs. 9345, the chief item being on account of hire paid to the owners of the steamers chartered for this service.

MYSORE.

35. The following table shows the financial results of the working of the year as compared with the previous year —

Financial Results						
YEAR.	Miles worked	Earnings	Expenditure	Net Revenue	Percentage of expenses to earnings	Receipts per mile per week
	Miles	Rs.	Rs.	Rs.		Rs.
1885	139 75	4,33,954	2,26,170	2 07,781	52 12	59 72
1884	103 63	3,61,118	1,95,169	1,65,479	54 22	67 07

The number of passengers carried was 148,597 against 376,014 in 1884. The increase is principally due to a larger attendance at the Dasara festival at Mysore. The tonnage of goods carried was 55,539 tons against 41,102 tons in 1884, the increase is chiefly due to development of traffic on newly opened sections. The principal item of increase was grain and pulse, of which 15,127 tons were carried against 7,167 in previous year.

A number of the creosoted pine sleepers, with which a great part of the line was originally laid, have been found to be decaying, and are being rapidly removed and replaced by teak sleepers from the Mysore forests.

Maintenance.

RÁJPURA-PATIALÁ.

36 This line was constructed by the Sind, Punjab and Delhi Railway Company at the cost of the Patialá State; it was worked by the Company from the date of its being opened for traffic (November 1st, 1884) till December 31st, 1885, and subsequently by the North-Western Railway.

The gross earnings for the year amounted to Rs. 18,769, and the working expenses to Rs. 53,024, there having been a loss of Rs. 1,255.

Revenue Transactions

F. S. STANTON, Colonel, R.E.,
Director General.

OFFICE OF DIRECTOR GENERAL
OF RAILWAYS;
Simla, 1st October 1886.



APPENDICES.

APPENDIX A.

INDIAN RAILWAYS.

Statistics of their working for the half-years ended 30th June and 31st December 1885.

PART I.

SUMMARY OF THE REVENUE ACCOUNTS.

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STATISTICS OF INDIAN RAILWAYS.

PART I.

Summary of the Revenue Accounts of Indian Railways for the half-years ended 30th June and 31st December 1885.

No. I.
GENERAL RESULTS

No.	RAILWAYS.	1885	Gauge	Capital expended (a)	Mean Mileage open	Total Train Mileage	Earnings	Expenses.	Net Earnings
	<i>Broad Gauge</i>		Ft In.	R			R	R	R
1	East Indian	1st half	5 6	34,34,25,256	1,512 ¹ / ₄	4,792,922	2,48,22,616	83,52,913	1,64,69,703
		2nd half	"	34,42,33,024	1,515	4,435,654	2,15,64,274	79,98,326	1,35,65,948
2	Madras	1st half	5 6	11,20,09,374	861	1,097,160	38,21,841	21,99,023	16,22,818
		2nd half	"	11,22,08,759	861	1,132,100	38,36,152	21,79,802	16,56,350
3	Great Indian Peninsula	1st half	5 6	25,79,12,300	1,288 ¹ / ₄	5,138,386	2,16,87,375	(b) 98,15,109	1,18,72,266
		2nd half	"	25,93,23,757	1,288 ¹ / ₄	3,700,257	1,47,44,672	(c) 85,69,718	61,74,954
4	Bombay, Baroda and Central India.	1st half	5 6	8,83,50,898	461	1,177,264	74,06,758	30,26,202	44,70,556
		2nd half	"	(d) 8,99,29,405	461	1,027,693	56,43,578	26,37,380	30,06,198
5	Sind, Punjab and Delhi	1st half	5 6	11,85,25,102	703 ¹ / ₂	1,755,839	73,24,771	40,22,141	33,02,630
		2nd half	"	11,88,73,361	703 ¹ / ₂	1,595,965	63,25,884	38,05,914	25,19,970
6	Oudh and Rohilkhand	1st half	5 6	5,92,97,356	601	766,441	31,10,328	19,42,887	11,76,441
		2nd half	"	5,94,22,090	608	729,540	24,18,041	16,89,121	7,28,970
7	Bengal Central	1st half	5 6	8,47,79,27	126	130,528	2,97,577	2,73,314	24,263
		2nd half	"	85,58,121	125 ¹ / ₂	122,361	2,37,776	2,53,805	-16,029
8	Tarakeshwar	1st half	5 6	16,74,554	22	35,163	1,52,569	78,461	74,108
		2nd half	"	16,88,995	22 ¹ / ₂	33,923	1,09,744	59,428	50,316
9	Punjab Northern	1st half	5 6	7,20,56,691	446 ¹ / ₂	607,922	21,42,693	12,55,274	8,87,419
		2nd half	"	7,30,51,255	446 ¹ / ₂	506,281	16,86,606	11,45,390	5,41,216
10	Indus Valley	1st half	5 6	8,13,66,645	659 ¹ / ₂	1,168,351	55,13,558	22,42,980	32,70,578
		2nd half	"	8,51,34,752	659 ¹ / ₂	1,182,209	53,52,576	21,96,121	31,56,452
11	Eastern Bengal	1st half	5 6	4,75,85,910	233	512,808	26,35,245	14,62,744	11,72,501
		2nd half	"	4,71,85,742	233 ¹ / ₂	554,135	22,50,520	15,29,790	7,20,730
12	Sindia	1st half	5 6	89,06,802	75	62,282	2,19,894	1,05,595	1,14,299
		2nd half	"	69,20,770	75	67,991	1,74,187	86,606	85,361
13	Dhond-Manmad	1st half	5 6	1,02,62,864	145 ¹ / ₂	(e)	1,15,635	3,116	1,12,519
		2nd half	"	1,02,53,539	145 ¹ / ₂	(e)	1,11,221	3,116	1,08,105
14	Wardha Coal	1st half	5 6	(f) 55,00,554	45	41,690	1,47,973	1,07,017	40,956
		2nd half	"	(f) 55,09,317	45	36,436	1,05,367	97,344	8,023
15	Patna-Gya	1st half	5 6	39,62,784	57 ¹ / ₂	65,791	2,70,703	1,38,863	1,31,840
		2nd half	"	40,03,312	57 ¹ / ₂	66,944	2,46,797	1,32,927	1,13,870
16	Dildarnagar-Ghazipur	1st half	5 6	7,07,314	12	8,883	28,307	14,559	13,838
		2nd half	"	7,01,814	12	8,740	18,105	9,752	6,353
17	Amritsar-Pathankot	1st half	5 6	55,82,872	(g) 66 ¹ / ₂	53,160	1,46,545	1,03,336	43,209
		2nd half	"	55,17,862	(g) 66 ¹ / ₂	49,581	1,43,331	1,20,678	22,653
18	Bhopal-Itarsi	1st half	5 6	57,98,040	57 ¹ / ₂	(e)	27,209	25,725	1,484
		2nd half	"	58,56,372	57 ¹ / ₂	(e)	15,489	35,636	-20,147
19	Khamgaon	1st half	5 6	4,90,810	8	(e)	10,786	1,441	9,345
		2nd half	"	4,82,570	8	(e)	1,718	43	1,675
20	Amraoti	1st half	5 6	4,47,771	6	(e)	24,830	2,228	22,602
		2nd half	"	4,34,666	6	(e)	12,465	620	11,845
21	His Highness the Nizam's.	1st half	5 6	2,04,84,262	(h) 120 ¹ / ₂	172,217	5,70,760	3,30,560	2,40,200
		2nd half	"	2,05,60,998	(h) 120 ¹ / ₂	177,479	5,43,189	2,96,366	2,46,823
22	Rajpura-Patiala	1st half	5 6	12,45,801	15 ¹ / ₂	12,000	24,311	23,800	511
		2nd half	"	12,29,141	15 ¹ / ₂	12,463	24,458	29,224	-4,766
	TOTAL BROAD GAUGE carried over,	1st half	...	1,25,79,71,946	7,523 ¹ / ₄	17,607,807	8,06,01,374	3,55,27,288	4,50,74,087
		2nd half	..	1,26,30,82,922	7,533 ¹ / ₄	15,440,058	6,55,66,150	3,28,79,310	3,26,86,841

(a) Capital expended on open mileage charged to final heads, inclusive of rolling stock.
(b) Includes Rs. 1,78,460 rent of leased lines.
(c) Includes Rs. 40,893 rent of leased lines.
(d) Includes expenditure on Patni Branch Rs. 28,405.
(e) Included with the Great Indian Peninsula Railway.
(f) Excludes colliery expenditure.
(g) Includes 1 mile, foreign line worked by the State.
(h) Includes 3³/₄ miles worked over twice by every Train.

A—continued.

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

Summary of the Revenue Accounts of Indian Railways for the half-years ended 30th June and 31st December 1885—concluded.

No. I—concluded.

GENERAL RESULTS—concluded

No	RAILWAYS.	1885.	Gauge.	Capital expended (a)	Mean Mileage open	Total Train Mileage.	Earnings	Expenses.	Net Earnings.
				R			R	R	R
	Brought forward BROAD GAUGE.	1st half 2nd half	Ft. In. "	1,25,70,71,946 1,26,30,82,922	7,523½ 7,533½	17,607,807 15,440,058	8,06,01,374 6,55,66,150	3,55,27,288 3,28,79,310	4,50,74,086 3,26,86,840
	Narrow Gauge.								
23	South Indian . . .	1st half 2nd half	Metre "	4,34,94,640 4,40,22,667	662 662	881,896 914,965	23,02,200 22,57,925	14,47,496 15,30,915	8,54,704 7,27,010
24	Southern Mahratta . . .	1st half 2nd half	" "	1,51,65,410 1,82,96,274	214 316	130,479 256,118	3,02,822 5,63,404	2,61,784 4,64,105	41,038 99,299
25	Bengal and North-Western.	1st half 2nd half	" "	1,66,26,518 1,86,15,909	285½ 303	293,890 276,713	6,28,125 5,77,416	2,46,771 3,69,563	3,81,354 2,07,853
26	Deoghur . . .	1st half 2nd half	" "	2,75,000 2,75,000	6½ 5	6,976 7,255	13,868 10,119	7,223 6,855	6,645 3,264
27	Assam . . .	1st half 2nd half	" "	47,90,664 49,46,729	78 78	40,796 47,466	1,16,544 1,40,792	1,73,188 1,48,011	—56,644 —7,219
28	Darjeeling-Himalayan . . .	1st half 2nd half	2 ft. 0 in. "	26,70,130 26,77,718	51 51	(j) 50,813	2,02,817 2,28,286	1,36,032 1,31,721	66,785 96,565
29	Rohilkhand-Kumaun . . .	1st half 2nd half	Metre "	20,05,989 20,66,025	67 67	38,917 32,848	1,21,643 1,16,929	78,038 80,381	43,605 36,548
30	Lhatón-Duvnzak . . .	1st half 2nd half	2 ft. 6 in. "	.. ...	8 ...	(j) ..	14,139 ...	15,787 ..	—1,348 ...
31	Rajputana-Malwa(?) . . .	1st half 2nd half	Metre "	10,82,99,286 10,86,64,344	1,411½ 1,411½	2,842,894 2,834,965	85,16,872 79,32,238	43,08,289 42,79,712	42,08,583 36,52,526
32	Nalhati . . .	1st half 2nd half	4 ft. 0 in. "	3,17,963 3,17,963	27½ 27½	19,929 21,746	37,215 39,568	32,369 30,651	4,846 8,917
33	Northern-Bengal . . .	1st half 2nd half	Metre "	2,11,53,410 2,12,74,658	249½ 249½	380,559 336,453	9,78,044 11,80,930	8,05,145 7,09,565	1,72,899 4,71,365
34	Kaunia-Dharila . . .	1st half 2nd half	2 ft. 6 in. "	9,41,172 9,30,602	37 37	13,394 13,478	81,296 58,163	55,987 53,786	25,309 4,377
35	Irrohot . . .	1st half 2nd half	Metre "	1,44,21,507 1,44,47,916	226 226	241,926 207,459	6,94,930 5,83,804	4,72,769 4,46,596	2,22,061 1,37,208
36	Dacca . . .	1st half 2nd half	" "	11,62,801 53,94,324	10 73	38,983 34,049	50,603 51,161	25,293 1,18,316	25,310 —67,155
37	Cawnpore-Achnera . . .	1st half 2nd half	" "	1,07,16,748 1,09,14,403	248½ 249½	270,809 216,750	4,87,736 4,25,765	4,00,166 4,02,480	87,570 23,285
38	Bareilly-Pilibheet . . .	1st half 2nd half	" "	13,83,409 14,17,436	36 36	15,951 13,407	48,043 34,784	32,271 33,313	15,772 1,471
39	Nágpur-Chhattisgarh . . .	1st half 2nd half	" "	1,02,83,656 1,05,04,385	149 149	257,812 139,450	9,94,061 4,20,828	5,26,750 3,94,565	4,67,311 26,263
40	Burma . . .	1st half 2nd half	" "	1,40,39,735 2,65,32,092	254 327	347,210 367,793	12,08,641 8,65,014	7,66,023 9,24,509	5,32,618 —59,495
41	Johát . . .	1st half 2nd half	2 ft. 0 in. "	4,78,163 5,09,608	22½ 26½	6,410 23,376	10,097 22,121	16,407 23,265	—6,310 —1,144
42	Bhávnagar-Gondal . . .	1st half 2nd half	Metre "	91,26,736 93,80,442	193½ 193½	180,645 135,237	6,43,507 3,61,153	3,37,483 2,75,930	3,06,024 85,223
43	His Highness the Gaekwar's.	1st half 2nd half	2 ft. 6 in. "	12,82,514 12,92,218	58½ 58½	35,006 27,499	89,512 62,771	52,768 43,892	36,744 18,879
44	Jodhpore . . .	1st half 2nd half	Metre "	10,86,149 10,84,324	56½ 64	25,491 27,010	76,907 93,784	28,206 29,980	48,701 63,804
45	Mysore . . .	1st half 2nd half	" "	61,00,348 62,50,904	139½ 139½	68,051 75,675	1,99,413 2,34,511	1,07,149 1,18,721	91,964 1,15,820
	TOTAL NARROW GAUGE {	1st half 2nd half	... ...	28,58,21,948 30,98,15,961	4,490½ 4,749½	6,144,924 6,060,525	1,79,09,235 1,62,61,496	1,03,33,694 1,06,16,832	75,75,541 56,44,664
	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	...	...	1,57,28,98,883	12,152	45,253,314	18,03,38,255	8,93,57,124	9,09,81,131

(a) Includes Rewari-Ferozepore State Railway.

(j) Information not furnished.

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

No. II.

SUMMARY OF EARNINGS

Half-years ended 30th June and 31st
December 1885

[From No VIII of Revenue Accounts]

No	RAILWAYS	1885	Coaching	Goods	Electric Telegraph	Steam-boat	SUNDRIES		TOTAL
							Receipts from other lines for hire, mileage, and rents	Other items	
			R	R	R	R	R	R	R
<i>Broad Gauge</i>									
1	East Indian	{ 1st half 2nd half	69 65,781 62 55,355	1,73,71,432 1,4,15,524	37 573 33,355	15,155 14,443	1,68,365 61,950	2 64,280 2 83,334	2,48 22,616 2,15,64,274
2	Madras	{ 1st half 2nd half	15 85,495 16,34,152	21,55,782 21,17,194	11,656 9,125	..	10,756 23,730	49 152 51,918	38,21,841 38,36,152
3	Great Indian Peninsula	{ 1st half 2nd half	39,19,232 39,55,402	1,75,80,701 1,00,23,007	27,997 26,161	..	6,874 4 953	1 52,671 1,34,549	2,16,87,375 1,47,44,672
4	Bombay Baroda and Central India	{ 1st half 2nd half	18,81,622 19 35,578	54,90,454 36,17,927	18,258 14,135	..	67,058 37,791	39 366 38,147	74,96,755 56,15,578
5	Sind, Punjab and Delhi	{ 1st half 2nd half	26 99,485 19,99,050	44,40,511 41,62,095	17,302 1,759	..	1,06,738 1,05,702	60,735 46,188	73,24,771 63,25,884
6	Oudh and Rohilkhand	{ 1st half 2nd half	11 09,179 10,29,747	17,98,200 11 37,401	10 059 9,65-	..	93,426 1,56,239	1,08 464 54 942	31,19 328 24,18,041
7	Bengal Central	{ 1st half 2nd half	2 33 156 1 57,191	43 3 3 20,199	759 966	..	..	20 359 22,720	2,97,577 2,37,770
8	Farakka shawar	{ 1st half 2nd half	1 11 610 1 01,415	10 503 5,2 1	140 90	..	..	16 11	1,52,569 1,09,744
9	Punjab Northern	{ 1st half 2nd half	11 16 254 5 17,51	8 98 455 7,65,15	8 942 0,270	..	90 354 63,859	28,054 30 437	21,42,693 16,56,600
10	Indus Valley	{ 1st half 2nd half	11 1556 9 56 715	41 82 194 42 05,744	14,329 7,515	1,64,817 1,11,756	8 843 22,141	21,789 45 411	55,13 558 53,52,576
11	Eastern Bengal	{ 1st half 2nd half	11 2,717 5 6 285	9,55 719 1,59 042	4 322 4,797	1 54 442 1,15 099	3 993 3 900	3,54,652 24 339	26,35,245 22,50,520
12	Sindia	{ 1st half 2nd half	1 18 221 1,06,254	97 964 6 19-4	3 556 2,625	..	..	523 404	2,19 894 1,74,157
13	Dhond-Mannad	{ 1st half 2nd half	..	..	..	..	..	..	1,15 635 1,11,221
14	Wardha Coal	{ 1st half 2nd half	19 329 10,746	87 742 56,554	1 013 998	..	38,767 29,821	1,122 1,248	1,47 973 1,05,367
15	Patna-Gya	{ 1st half 2nd half	1,62 259 1,76, 07	1,05 906 65 445	1,562 1 175	..	..	976 967	2,70,703 2,46,797
16	Dildarnagar-Ghazipur	{ 1st half 2nd half	10,704 9 593	15,950 7,549	1,738 661	..	..	5 2	28,397 18,105
17	Amritsar-Pathankot	{ 1st half 2nd half	85,382 89,027	48,508 39,650	1,205 1,243	..	7,012 13,243	1,438 108	1,46 545 1,43,331
18	Bhopal-Itarsi	{ 1st half 2nd half	..	..	..	..	..	..	27,209 15,489
19	Khamgaon	{ 1st half 2nd half	..	..	..	..	..	..	10,786 1,718
20	Amraoti	{ 1st half 2nd half	..	..	..	..	..	..	24,830 12,465
21	His Highness the Nizam's	{ 1st half 2nd half	2,02,548 2,20,070	3,57,466 3,18,240	3,448 2,849	..	..	7,208 2,030	5,70,760 5,43,189
22	Rajpura-Panala	{ 1st half 2nd half	16,453 14,503	7,753 9,748	75 135	..	..	30 12	24,311 24,458
TOTAL BROAD GAUGE carried over.		{ 1st half 2nd half	2,25,23,813 2,03,65,918	5,56,78,877 4,33,89,942	1,63,664 1,34,763	3,34,444 2,44,298	6,11,186 5,23,509	11,10,930 7,66,827	8,06,01,374 6,55,66,150

A—continued

STATISTICS OF INDIAN RAILWAYS—(PART I)—continued.

No. II—concluded

SUMMARY OF EARNINGS—concluded

[From No VIII of Revenue Accounts]

Half-years ended 30th June and 31st
December 1895

No	RAILWAYS	1885	Coaching	Goods	Electric Telegraph	Steam-boat	SUNDRIES		TOTAL
							Receipt from other lines for hire, mileage, and rents	Other items	
			R	R	R	R	R	R	R
	Brought forward Broad Gauge	1st half 2nd half	2 25 73 813 2,03,05,918	5 56 78 877 4,53,80,942	1 63 664 1,34,763	3 34 144 2 44 298	6 11,196 5,23 509	11 10 030 7,06,827	8 06,01,374 6,55,66,150
23	South Indian	1st half 2nd half	13 00,447 12,30 026	9 65 722 9,15,949	9 645 7 115		1,278	23,356 20,557	23,02,200 22,57,925
24	Southern Mahratta	1st half 2nd half	1,14 411 2,24,775	1 51 397 3 31 350	1,402 2 227	.		5,612 5 533	3,02,822 5,63,404
25	Bengal and North Western	1st half 2nd half	2 31,775 2 61,620	3 23 58 2,54 518	4 0 13 4,74	52,310 40,022	1 989 1,920	10 560 8,287	6,28,125 5,77,410
26	Deoghur	1st half 2nd half	13,494 9,553	2 13 4 13				171 153	13,868 10,119
27	Assam	1st half 2nd half	26 156 21,951	86 455 1,00 174	2 773 2 533	777 7,637		323 1,797	1,16,544 1,40,792
28	Darjeeling-Himalayan	1st half 2nd half	77,601 81,721	1 22 518 1,45 611	1,181 1,365			1,217 1,513	2,02,817 2,28,286
29	Railkhand-Kumraun	1st half 2nd half	50 822 50 202	43 050 31 106	701 511		984	26 107 28,440	1,21,643 1,10,929
30	Patna Duvimuk	1st half 2nd half	9 738 .	5,701 .				...	14,439 .
31	Rajputana-Malwa (a)	1st half 2nd half	22 85,850 22,15 582	61 10 462 55,60 715	10,555 22 555		8,580 33	93,416 87,195	95,16,872 79,32,238
32	Nalhati	1st half 2nd half	27 025 22,505	9 105 16,553	772 317			290 113	37 215 39,568
33	Northern-Bengal	1st half 2nd half	3 39,727 3 47,416	5,41 814 7,10 123	3 030 4,728	72,793 1,06 235		10,700 17,425	9,78,044 11,80 930
34	Kanpur-Dhulla	1st half 2nd half	20 161 15 616	7 474 4 775	21	41 404 31,431		207 320	81,296 58,163
35	Indoor	1st half 2nd half	2 80,800 2,55 696	3 24 182 2,55 789	5 584 5,955	68 185 55,200	...	6 167 7,659	6,94 830 5,83,804
36	Dacca	1st half 2nd half	18 200 22 761	24 610 21,110	465 2,147		7,142 2,446	97 2,561	50 603 51,161
37	Cawnpore Achnera	1st half 2nd half	2 60 551 2,49,959	1 94,115 1,45 105	3 450 3,992		1 673 9 553	15,355 17,060	4,87 736 4,45 705
38	Bareilly-Pilibheet	1st half 2nd half	14,232 15,723	27,858 17,711	306 355		5,043 —638	534 1,653	48,043 34,784
39	Nagpur-Chhattisgarh	1st half 2nd half	1,18,874 1,08,723	8 70,356 3,07,132	2,220 1,593	.		2,611 3,350	9,94,601 4 20,828
40	Burma	1st half 2nd half	7,18,207 5,53,428	5,58,910 2,97,022	4 802 5,565			30,511 9,056	12,08,641 8,65,014
41	Jorhat	1st half 2nd half	.. 705	9,997 21,196	.	.		100 120	10,097 2,121
42	Bhavnagar-Gondal	1st half 2nd half	2,53,760 2,39,617	3 55,186 1 11,189	6 127 5,187	23 907		4,218 5,160	6,43,507 3,61,153
43	His Highness the Gaikwar's	1st half 2nd half	50,250 4 5,945	38,910 10,490	352 257		.. 43		80,512 62,771
44	Jodhpore	1st half 2nd half	38,500 61,751	38,285 31,099	812		122 122		76 907 93,784
45	Mysore	1st half 2nd half	1 20,258 1,44,226	75,600 84,006	1,570 1,631			1,877 4,618	1,99,413 2,34 541
TOTAL NARROW GAUGE		1st half 2nd half	63,91,326 62,83,281	1,08,99,223 94,17,100	73,566 73,829	2,62,769 2,40,551	31,542 14,653	2,48,800 2,22,879	1,70,00,235 1,62,61,496
TOTAL BROAD AND NARROW GAUGE FOR THE YEAR		...	5,55,67,338	11,93,84,142	4,45,822	10,91,065	11,81,090	23,49,445	18,03,38,255

(a) Includes Rewari-Ferozepore State Railway

APPENDIX STATISTICS OF INDIAN No.

DETAIL OF

Half-years ended 30th June and 31st December 1885.

[From Abstract H of

No	RAILWAYS.	1885	PASSEN									
			FIRST CLASS.			SECOND CLASS			THIRD OR INTERMEDIATE CLASS.			FOURTH
			Single journey fare.	Number.	Receipts.	Single journey fare.	Number	Receipts.	Single journey fare	Number.	Receipts.	Single journey fare.
			Pies.		R	Pies		R	Pies.		R	Pies.
1	East Indian .	1st half	18 00	24,751	2,46,189	9 00	79,156	3,27,121	4 50	277,771	2,33,765	2 50
		2nd half	18 00	23,883	2,39,297	9 00	77,974	3,47,135	4 50	260,162	2,35,961	2 50
2	Madras .	1st half	18 00	7,039	91,836	7 00	27,461	1,05,470	.	...	...	2 00
		2nd half	18 00	7,798	88,801	7 00	26,244	88,723	...	...	...	2 00
3	Great Indian Penin- sula.	1st half	12 00	30,165	1,61,813	6 00	162,688	2,88,385	3 00	233,954	4,10,986	2 50
		2nd half	12 00	31,698	1,81,722	6 00	193,961	3,26,689	3 00	267,989	4,38,530	2 50
4	Bombay, Baroda and Central India.	1st half	12 00	39,326	62,336	6 00	386,508	1,28,780	...	...	...	{ 2 50 }
		2nd half	12 00	34,900	58,211	6 00	312,726	1,22,989	...	...	...	{ 3 00 }
5	Sind, Punjab and Delhi.	1st half	12 00	13,359	80,017	8 00	55,790	1,35,761	4 00	20,029	32,334	{ 2 50 }
		2nd half	12 00	13,564	76,246	8 00	38,380	1,09,912	4 00	20,569	33,738	{ 2 25 }
6	Oudh and Rohil- khand	1st half	.	.	..	9 00	12,446	41,997	3 00	32,609	26,626	{ 2 50 }
		2nd half	.	...	..	9 00	12,937	48,437	4 00	30,563	30,794	{ 2 25 }
7	Bengal Central	1st half	12 00	1,192	2,199	6 00	9,923	5,606	4 50	14,681	7,590	3 00
		2nd half	12 00	1,298	2,104	6 00	12,808	10,381	4 50	41,833	13,792	3 00
8	Tarakeswar	1st half	18 00	376	416	9 00	2,290	1,036	4 50	41,195	11,507	2 50
		2nd half	12 00	210	210	6 00	973	417	4 50	29,095	6,935	3 00
9	Punjab Northern	1st half	12 00	5,240	40,394	8 00	22,774	69,338	3 50	11,895	16,544	2 50
		2nd half	12 00	4,037	26,473	8 00	15,114	40,877	3 50	12,555	16,916	2 50
10	Indus Valley	1st half	12 00	2,684	20,561	8 00	9,305	41,053	...	...	...	2 50
		2nd half	12 00	2,282	20,466	8 00	9,179	40,439	...	...	...	{ 2 50 }
11	Eastern Bengal	1st half	12 00	20,846	30,699	{ 6 00 }	46,509	31,620	{ 4 00 }	169,742	88,287	{ 2 50 }
		2nd half	18 00	20,106	34,830	{ 9 00 }	42,590	37,962	{ 4 50 }	319,542	1,19,805	{ 3 00 }
12	Sindia .	1st half	18 00	919	3,921	9 00	2,229	3,983	4 50	931	958	2 50
		2nd half	18 00	851	3,687	9 00	2,220	4,123	4 50	851	957	2 50
13	Dhond-Manmad .	1st half	..	..	...	...	..	...	..	Worked by the Great Indian		
14	Wardha Coal	1st half	18 00	219	511	9 00	163	205	4 00	700	425	2 00
		2nd half	18 00	139	349	9 00	113	145	4 00	638	420	2 00
15	Patna-Gya .	1st half	18 00	473	1,611	9 00	1,589	2,613	4 50	2,950	1,999	2 50
		2nd half	18 00	455	1,708	9 00	1,654	2,916	4 50	2,927	2,110	2 50
16	Dildarnagar-Ghazi- pur.	1st half	18 00	157	145	9 00	597	293	4 50	753	189	2 50
		2nd half	18 00	171	172	9 00	519	241	4 50	829	213	2 50
17	Amritsar-Pathan- kot	1st half	12 00	1,017	2,615	8 00	3,806	3,636	4 00	948	604	{ 2 50 }
		2nd half	12 00	1,062	2,931	8 00	2,043	2,656	4 00	1,285	785	{ 2 25 }
18	Bhopal-Itarsi	1st half	}	..	...	...	...	...	...	Worked by the Great Indian		
19	Khámgaon .	2nd half										
20	Amráoti .	1st half	}	..	...	...	...	...	...	...	...	{ 2 50 }
21	His Highness the Nizam's.	2nd half										
22	Rájputra-Patíála	1st half	12 00	290	258	8 00	410	271	4 00	168	56	{ 2 50 }
		2nd half	12 00	456	323	8 00	1,230	331	4 00	134	46	{ 2 25 }
	TOTAL BROAD Gauge carried over.	1st half	...	150,059	7,50,825	...	832,150	12,03,194	...	808,326	8,31,870	...
		2nd half	...	144,779	7,50,017	...	761,465	12,05,280	...	988,972	9,01,002	...

A—continued

RAILWAYS—(PART I) —continued.

III.

COACHING TRAFFIC.

Revenue Accounts 1

Half years ended 30th June and 31st December 1885

GIRLS OR LOWEST CLASS		TOTAL.		Miscellaneous, including Parcel, Luggage, &c	TOTAL	Deductions	NET TOTAL	1885.	RAILWAYS.	No.
Number	Receipts	Number	Receipts							
	₹		₹	₹	₹	₹	₹			
5,817,072	51,63,780	6,198,750	59,70,455	9,95,386	60,65,841	60	60,65,781	1st half	Broad Gauge East Indian . . .	1
5,277,839	46,28,649	5,639,858	54,51,042	8,05,246	62,56,288	950	62,55,338	2nd half		
2,655,318	11,31,227	2,692,818	13,28,533	2,56,962	15,85,495		15,85,495	1st half	Madras	2
2,817,050	12,04,951	2,851,092	13,82,475	2,51,707	16,34,182		16,34,182	2nd half		
3,740,547	22,06,406	4,167,354	30,67,590	8,51,642	39,19,232	..	39,19,232	1st half	Great Indian Peninsula.	3
4,314,374	23,12,263	4,808,022	32,59,204	6,96,198	39,55,402	...	39,55,402	2nd half		
4,772,360	14,58,742	5,198,194	16,49,858	2,31,764	18,81,622	..	18,81,622	1st half	Bombay, Baroda and Central India.	4
4,892,520	15,57,212	5,240,152	17,38,412	1,97,166	19,35,578	...	19,35,578	2nd half		
2,431,220	18,39,225	2,520,398	20,87,337	6,12,148	26,99,485	..	26,99,485	1st half	Sind, Punjab and Delhi.	5
2,277,378	15,23,776	2,340,891	17,43,672	2,55,408	19,99,080	..	19,99,080	2nd half		
1,461,424	9,65,783	1,506,470	10,34,406	74,773	11,09,179	..	11,09,179	1st half	Oudh and Rohilkhand	6
1,409,113	8,74,709	1,452,713	9,53,940	75,807	10,29,747	..	10,29,747	2nd half		
565,151	2,18,618	590,976	2,34,013	—833	2,33,180	24	2,33,156	1st half	Bengal Central	7
489,371	1,59,880	545,313	1,86,157	1,134	1,87,591	.	1,87,591	2nd half		
451,917	1,26,607	525,778	1,39,566	2,041	1,41,610	.	1,41,610	1st half	Tarakeshwar . . .	8
370,095	91,951	400,371	99,513	1,903	1,01,416	3	1,01,413	2nd half		
1,016,165	6,87,348	1,056,066	8,13,624	3,02,630	11,16,254		11,16,254	1st half	Punjab Northern	9
1,024,059	6,20,699	1,056,395	7,04,965	1,13,360	8,18,345	500	8,17,845	2nd half		
902,598	7,46,995	914,597	8,08,609	3,12,978	11,21,587	1	11,21,586	1st half	Indus Valley	10
942,101	7,84,026	953,622	8,44,931	1,11,788	9,56,719	..	9,56,719	2nd half		
2,310,968	8,63,953	2,548,065	10,14,559	1,18,182	11,32,741	24	11,32,717	1st half	Eastern Bengal	11
1,768,780	5,74,126	2,151,084	7,66,723	93,568	8,60,291	8	8,60,283	2nd half		
136,658	94,711	140,737	1,03,553	14,770	1,18,353	332	1,18,021	1st half	Sindia . . .	12
1,187,3	83,153	135,795	91,920	14,118	1,06,235	4	1,06,234	2nd half		
Peninsula Railway		...	.			..	.	1st half 2nd half	Dhond-Manmad	13
60,473	16,751	61,555	17,892	1,437	19,329	...	19,329	1st half		
57,821	14,559	58,711	15,473	1,273	16,746	...	16,746	2nd half	Wardha Coal	14
302,571	1,50,828	307,583	1,57,051	5,208	1,62,259	...	1,62,259	1st half	Patna-Gya . . .	15
313,101	1,04,404	318,437	1,71,138	5,069	1,76,207	...	1,76,207	2nd half		
60,890	9,519	62,397	10,206	498	10,704	...	10,704	1st half	Dildarnagar-Ghazipur.	16
56,380	8,856	57,899	9,482	411	9,893	...	9,893	2nd half		
471,503	76,076	277,274	82,931	5,451	88,382	...	88,382	1st half	Amritsar-Pathankot	17
277,494	77,021	281,884	83,393	5,634	89,027	...	89,027	2nd half		
								1st half 2nd half	Bhopal-Itarsi	18
								1st half 2nd half		
Peninsula Railway		.	.	..	...	...	...	1st half 2nd half	Khamgaon . . .	19
								1st half 2nd half		
								1st half 2nd half	Amraoti	20
								1st half 2nd half		
252,472	1,37,717	262,975	1,69,037	33,511	2,02,548	.	2,02,548	1st half	His Highness the Nizams.	21
235,072	1,55,254	247,681	1,88,648	31,422	2,20,070	..	2,20,070	2nd half		
76,565	14,078	77,433	14,673	1,780	16,453	...	16,453	1st half	Rajpura-Patitola	22
76,278	13,387	78,098	14,087	476	14,563	...	14,563	2nd half		
27,318,904	1,59,08,034	29,109,439	1,87,03,923	38,20,331	2,25,24,254	441	2,25,23,813	1st half	TOTAL BROAD GAUGE carried over.	
26,731,892	1,48,48,876	28,627,018	1,77,05,175	26,62,208	2,03,67,383	1,465	2,03,65,918	2nd half		

APPENDIX STATISTICS OF INDIAN No.

DETAIL OF

Half-years ended 30th June and 31st December 1885

[From Abstract H of

PASSENGERS

No	RAILWAYS	1885										
			FIRST CLASS			SECOND CLASS			THIRD OR INTERMEDIATE CLASS			FOURTH
			Single journey fare	Number	Receipts	Single journey fare	Number	Receipts	Single journey fare	Number	Receipts	Single journey fare
	Brought forward	1st half		150,059	7 60,825		832,150	12,03,194		808,326	8 31,870	
	BROAD GAUGE.	2nd half		144,779	7,50,017		761,465	12,03,280		966,972	9,01,002	
	Narrow Gauge.											
23	South Indian	1st half	12 00	6,853	23 260	4 00	32,923	26,352	3 00	42,553	20,814	2 00
		2nd half	12 00	5,927	19 415	6 00	14 317	20 091				2 00
24	Southern Mahratta	1st half	15 00	511	3 222	9 00	746	2,231	...			2 50
		2nd half	18 00	831	7 000	9 00	2,120	5 971	...			2 50
25	Bengal and North-Western	1st half	15 00	1,615	5 054	9 00	2,729	1,976	4 00	2,829	2,103	2 50
		2nd half	15 00	1,681	4 930	9 00	4,067	6,206	4 00	2 249	1,835	2 50
26	Droghda	1st half										
		2nd half										
27	Assam	1st half		909	2,013		1,333	1,524				
		2nd half	18 00	1 663	2 115	9 00	1,704	1,320				4 00
28	Darjeeling-Himalayan	1st half		1,015	14,378		2,321	16,302				
		2nd half		813	11 710		2,426	16,354				
29	Rohilkhand-Kumaun	1st half	34 35	817	9 735				9 07	1,764	5 322	2 83
		2nd half	29 94	1 332	12 257				8 87	1,546	4 553	2 32
30	Patna-Duynruk	1st half										
		2nd half										
31	Rupnath-Mulwa (1)	1st half	18 00	5 185	75 517	9 00	24,500	81,364	3 00	44,552	50,097	2 00
		2nd half	15 00	1 106	78,185	8 00	28 990	1 03 500	3 00	49,554	57,595	2 00 to 2 60
32	Nalhati	1st half	18 00	77	607	6 00	1 72	1 791				3 00
		2nd half	18 00	260	7-5	6 00	1 581	1,608				3 00
33	Northern Bengal	1st half	15 00	2 049	22,534	9 00	4 704	20,196	4 00	12 972	17,808	2 50
		2nd half	15 00	1 932	20 201	9 00	4 555	23,438	4 00	16,285	20 9-5	2 50
34	Kanpur-Dhule	1st half	36 00	123	1,637	18 00	1,005	1,611				6 00
		2nd half	24 00	586	851	12 00	782	808				4 00
35	Farhoo	1st half	18 00	3 345	11,767	9 00	3,344	6,316	4 50	4 026	3,006	1 75
		2nd half	15 00	3,548	11 960	9 00	3 637	6,742	4 50	4,207	3 603	1 75
36	Dacca	1st half	18 00	692	702	9 00	1,514	747	4 00	1,679	341	2 50
		2nd half	18 00	655	719	9 00	1,001	635	4 00	2,511	544	2 50
37	Cawnpore Achna	1st half	15 00	837	2,565	8 00	2,526	3,715	3 00	3,585	2,301	2 00
		2nd half	15 00	985	2,545	8 00	3 075	4,139	3 00	3 312	1,835	2 00
38	Bucilly Pilibhoo	1st half	18 21	152	547	...						2 29
		2nd half	18 00	130	453				4 50	77	58	2 00
39	Nagpur-Chhattisgarh	1st half	15 00	1,600	2,604	8 00	4,644	3,019	4 00	7,194	2,875	2 00
		2nd half	18 00	1,808	2 800	8 00	6,231	4,297	4 00	8,363	3,300	2 00
40	Burma	1st half	14 90	2,807	9,089	6 00	36,802	28,028				3 00
		2nd half	14 90	2,726	12,270	6 00	30,839	26,671				3 00
41	Jorhat	1st half										
		2nd half				16 00	(b) 68	81				
42	Bhavnagar-Gondal	1st half	12 00	1,312	3,786	6 00	7,091	7,996				2 50
		2nd half	12 00	1,346	4,233	6 00	7,966	8,072	...			3 00
43	His Highness the Gaekwar's	1st half				7 00	2,162	1,453	...			3 00
		2nd half				7 00	1,282	984	...			3 00
44	Jodhpore	1st half	18 00	291	1,187	6 00	807	1,246				2 00
		2nd half	18 00	654	3,615	6 00	1,196	2,087				2 00
45	Mysore	1st half	15 00	1,405	4,028	6 00	6,781	6,838	...			3 00
		2nd half	12 00	1 730	4,258	6 00	6,592	6,615	...			3 00
	TOTAL NARROW GAUGE.	1st half		35,125	1,97,331	...	1,78,064	2,15,695	...	78,901	84,843	...
		2nd half		37,559	2,00,326	...	1,23,302	2,41,719	...	1,30,607	1,21,122	...
	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.			367,522	19,08,499		1,854,981	28,65,888		2,006,806	19,38,837	

(a) Includes the Bombay and Poona State Railway.

(b) Upper class.

(c) Lower class.

A—continued

RAILWAYS—(PART I)—continued.

III—concluded.

COACHING TRAFFIC—concluded.

Revenue Accounts]

Half-years ended 30th June and 31st December 1885

OR LOWEST CLASS		TOTAL		Miscellaneous, including Parcel, Luggage, &c	TOTAL	Deductions	NET TOTAL	1875	RAILWAYS	No
Number	Receipts	Number	Receipts							
	R		R	R	R	R	R			
27,318,004	1,50,08,034	20,109,139	1,87,03,923	38,20,331	2,25,24,254	441	2,25,23,813	1st half	Brought forward	23
26,731,802	1,48,48,876	28,627,018	1,77,05,175	26,62,208	2,03,67,383	1,165	2,03,65,918	2nd half		
									Narrow Gauge	
3,166,055	11,98,057	3,205,831	12,47,678	52,769	13,00,447		13,00,447	1st half	South Indian	24
3,044,421	11,12,152	3,107,248	11,76,472	51,554	12,31,026		12,30,026	2nd half		
159,347	92,630	160,604	98,083	16,328	1,14,111		1,14,411	1st half	Southern Mahratta	25
339,032	1,85,670	341,983	1,98,647	25,608	2,24,255		2,24,255	2nd half		
405,377	2,09,978	412,550	2,22,111	9,614	2,31,725		2,31,725	1st half	Bengal and North-Western.	26
510,221	2,38,256	518,238	2,51,235	10,385	2,61,620		2,61,620	2nd half		
...	..	105,804	13,494	.	13,494	...	13,494	1st half	Deoghur	27
...	...	77,830	..		9,553	..	9,553	2nd half		
34,450	20,398	36,692	23,925	2,261	26,186	..	26,186	1st half	Assam	28
32,623	16,272	35,850	19,707	2,244	21,951	...	21,951	2nd half		
11,547	26,614	14,883	57,294	20,307	77,601	.	77,601	1st half	Darjeeling-Himalayan	29
12,204	28,595	15,443	58,639	23,082	81,721	.	81,721	2nd half		
44,630	24,406	47,241	39,463	11,359	50,822	.	50,822	1st half	Rohilkhand Kumaun.	30
45,023	24,950	47,901	41,760	14,442	56,202	.	56,202	2nd half		
...	..		8,738	...	8,738	.	8,738	1st half	Thaton-Duyinzaik	31
				...	..	..	...	2nd half		
2,875,845	18,01,182	2,953,142	20,11,160	2,74,755	22,85,915	65	22,85,850	1st half	Rajputana-Malwa(a)	32
2,940,234	17,90,670	3,027,834	20,29,950	2,95,934	23,15,884	2	23,15,882	2nd half		
63,955	21,460	66,304	23,948	3,077	27,025	...	27,025	1st half	Nilhati	33
53,596	17,544	55,737	19,937	2,568	22,505		22,505	2nd half		
426,857	2,40,362	446,582	3,00,900	38,827	3,39,727	.	3,39,727	1st half	Northern Bengal	34
436,431	2,30,398	459,503	2,94,952	47,464	3,42,416	.	3,42,416	2nd half		
40,737	22,047	42,165	25,285	3,976	29,161	.	29,161	1st half	Kaunia-Dhaila	35
38,858	13,484	40,026	15,163	3,433	18,616	.	18,616	2nd half		
739,896	2,25,185	750,601	2,47,264	39,597	2,86,861	52	2,86,809	1st half	Tirhoot	36
700,465	2,01,030	711,857	2,23,455	35,241	2,58,696	.	2,58,696	2nd half		
125,235	16,019	129,120	17,809	490	18,299	..	18,299	1st half	Dacca	37
127,604	19,601	131,901	21,499	1,262	22,761	..	22,761	2nd half		
793,768	2,47,846	801,016	2,56,427	13,424	2,69,851	.	2,69,851	1st half	Cawnpore Achnera	38
811,682	2,27,271	819,057	2,35,790	14,169	2,49,959	.	2,49,959	2nd half		
40,382	12,909	40,534	13,456	776	14,232	.	14,232	1st half	Bareilly-Pilibheat	39
44,451	14,352	44,664	14,863	860	15,723	.	15,723	2nd half		
353,130	99,840	366,568	1,08,338	10,536	1,18,874	.	1,18,874	1st half	Nagpur-Chhattisgarh.	40
376,393	89,696	392,855	1,00,153	8,570	1,08,723	...	1,08,723	2nd half		
1,584,904	6,56,466	1,624,513	6,93,583	24,714	7,18,297	.	7,18,297	1st half	Burma	41
1,223,234	4,86,544	1,250,799	5,25,465	27,963	5,53,428	...	5,53,428	2nd half		
Coaching Traffic		..	...	...	.	..	...	1st half	Jorhat	42
(c) 3,029	591	3,097	672	33	705	..	705	2nd half		
400,266	2,22,977	408,669	2,34,759	19,010	2,53,769	.	2,53,769	1st half	Bhavnagar-Gondal	43
383,391	2,11,957	392,703	2,24,262	15,355	2,39,617	..	2,39,617	2nd half		
153,385	47,440	155,547	48,893	1,357	50,250	.	50,250	1st half	His Highness the Guckwar's	44
135,226	40,722	136,508	41,706	1,239	42,945	...	42,945	2nd half		
80,872	31,542	81,970	33,975	4,525	38,500	...	38,500	1st half	Jodhpore	45
106,007	48,413	107,857	54,145	7,606	61,751	...	61,751	2nd half		
197,683	1,00,745	205,860	1,11,611	8,047	1,20,258	.	1,20,258	1st half	Mysore	46
234,106	1,22,943	242,728	1,33,816	10,410	1,41,226	...	1,41,226	2nd half		
11,698,311	53,18,093	12,056,205	58,38,194	5,89,422	63,94,443	117	63,94,326	1st half	TOTAL NARROW GAUGE	
11,598,321	51,21,141	11,967,619	56,84,308	.	62,83,283	2	62,83,281	2nd half		
77,347,338	4,11,96,144	81,760,281	4,79,31,600	76,28,210	5,55,69,363	2,025	5,55,67,338	...	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	

APPENDIX STATISTICS OF INDIAN No.

DETAIL OF

Half-years ended 30th June and 31st December 1885

[From Abstract I of

No	RAILWAYS	1885	GENERAL MERCHANTISE		MILITARY STORES		RAILWAY MATERIALS AND REVENUE STORES, EXCEPT COAL	
			Ton-miles	Receipts	Ton-miles	Receipts	Ton-miles	Receipts
				R		R		R
<i>Broad Gauge</i>								
1	East Indian	{ 1st half 2nd half	375 784,905 333 926,030	1 34,78,488 1,17,08,959	3,468,006 2,548,425	3,46 193 2,38,739	32,820,898 34,044 153	3,95,041 4,13,674
2	Madras	{ 1st half 2nd half	49 491,781 49 657 071	20,49,438 19 97,725	390,706 312,954	36,324 35,336	2 102,133 2,952 343	42,748 55 658
3	Great Indian Peninsula	{ 1st half 2nd half	371,014 443 208 190 533	1,65 56 758 97 21,192	1,441,723 913,819	1,40 672 1,01,742	22,567 595 23, 22 587	4,17,906 3,96,411
4	Bombay Baroda and Central India	{ 1st half 2nd half	118 674,093 91 650 793	50,58,676 31,69 533	122,373 166,718	12,928 17 453	3,50,802 4,775 406	1,15,888 1,09,889
5	Sind, Punjab and Delhi	{ 1st half 2nd half	111 458,031 119,555,888	38 66,875 38 07 356	3,185,932 1,433,682	2 79,113 1,22,125	7,525,480 7 935,714	1,06,689 1,12,387
6	Oudh and Rohilkhand	{ 1st half 2nd half	50,217,886 28 476,294	15 11,762 9 25,480	141,755 114,460	8,462 7 581	12 756,186 10,407,340	2,23,938 1,47,419
7	Bengal Central	{ 1st half 2nd half	1,141,293 609 634	37,993 21,757	28 4	16	90,595 89,217	1,419 1,293
8	Tarakeshwar	{ 1st half 2nd half	100 356 75 951	5,320 4,091			95 332 57 513	4,139 3,576
9	Punjab Northern	{ 1st half 2nd half	16 856 204 10 306 023	6 94,036 6,30,149	69 1,680 311,117	76 804 27,495	1 455,135 1,600,043	42,110 47,855
10	Indus Valley	{ 1st half 2nd half	113,131 077 136,729 075	37 08,550 37 01,313	4,881 385 2,056 157	3,81,988 1 63,330	16 73 165 13,71 0,748	4 60,884 2,50,970
11	Eastern Bengal	{ 1st half 2nd half	15 365 832 25,915,107	8,61,454 11,38 316	27,711 7,021	1,780 598	2 314 745 1,920 545	59 698 46,958
12	Sindia	{ 1st half 2nd half	3 194 683 2,224,595	87 775 56,365	14 642 14,177	1,293 1,328	134 420 195,957	6,696 2,991
13	Dhond-Mannid	{ 1st half 2nd half		.		...	Worked by the Great Indian	
14	Wardha Coal	{ 1st half 2nd half	756 814 310,777	36,037 17,565	22	3	27,722 50,460	761 1,388
15	Patna-Gya	{ 1st half 2nd half	2,222,210 1,521,043	93 538 62,058			271,837 225,719	9,928 5,310
16	Dildarnagar Ghazipur	{ 1st half 2nd half	218,908 130,845	15,672 7,393	7 8	1 3	35 3,425	1 59
17	Amritsar-Pathankot	{ 1st half 2nd half	1,047,973 1,030,180	44,968 38,309	4,236 4,848	345 288	178,203 11,317	2,526 160
18	Bhopal-Itarsi	{ 1st half 2nd half						
19	Khamgaon	{ 1st half 2nd half					Worked by the Great Indian	
20	Amraoti	{ 1st half 2nd half						
21	His Highness the Nizam's	{ 1st half 2nd half	4,861 932 3,623,630	2,75,607 2,19,336	66,737 151,249	7,497 15,879	1,458,565 1,540,390	66,981 75,940
22	Rajpura-Patiala	{ 1st half 2nd half	134,390 203,851	6,485 9,385	217	16	24,936 9,811	354 139
TOTAL BROAD GAUGE carried over.		1st half	1,235,732,661	4,78,89,282	14,430,943	12,93,409	103,797,784	19,57,707
		2nd half	1,023,228,485	3,72,36,191	8,034,851	7,31,919	102,636,321	17,02,497

A—continued

RAILWAYS—(PART I)—continued.

IV.

GOODS TRAFFIC.

Revenue Accounts]

Half-years ended 30th June and 31st December 1885

MINERALS		Miscellaneous	TOTAL	Deductions	NET TOTAL	1885	RAILWAYS	No
In miles	Receipts							
	R	R	R	R	R			
<i>Broad Gauge</i>								
139 308 727 114,907,023	30 78,994 24,79,997	73,623 79,711	1,73 72 329 1 49,20,980	897 5 156	1,73,71,432 1,49 15,824	1st half 2nd half	} East Indian	1
11,085 31,518	326 1,025	26 946 27,450	21 55 782 21,17,194		21,55,782 21,17,194	1st half 2nd half		
15,691 451 1,3951,437	3,89 536 3,36,416	75 829 67,846	1 75 8 701 1,06 23,607		1,75 80,701 1,06,23,607	1st half 2nd half	} Great Indian Peninsula	3
9,543,956 10,626,301	1,78,416 2,01,356	1,24 546 1,19,742	54,90,454 36,18,003	76	54,90,454 36,17,927	1st half 2nd half		
7,775,270 5,553,382	1,31 146 94,257	56,688 25,967	44 10 511 41,62,095	.	44,40,511 41,62,095	1st half 2nd half	} Sind, Punjab and Delhi	5
3 359 804 3 544,157	49,618 52,249	4,420 4,726	17,98,200 11,37,461		17,98,200 11,37,461	1st half 2nd half		
146,734 179,873	3,778 3,285	97 164	43,303 26,499		43 303 26,499	1st half 2nd half	} Bengal Central	7
7,359 41,713	1,254 235	90 19	10,803 8,221	.	10,803 8,221	1st half 2nd half		
677,467 604,959	9,6 14 8,819	75,935 53,564	8,98,489 7,68,215	.	8,98,489 7,68,215	1st half 2nd half	} Punjab Northern	9
3,709 956 2,322 075	57,660 39,714	73,112 23,531	41,82,194 42,08,558	114	41,82,194 42,08,744	1st half 2nd half		
2 681 859 1,3-0,761	51 321 45,584	9,466 7,586	9,85,719 12,39,042		9,85,719 12,39,042	1st half 2nd half	} Eastern Bengal	11
58,097 146,843	1,237 3,362	1,013 878	97,964 64,924	...	97,964 64,924	1st half 2nd half		
Peninsula Railway						1st half 2nd half	} Dhond-Munmád	13
2,007,918 1 569,884	49,762 37,441	279 157	87 742 56,554		87,742 56,554	1st half 2nd half		
64,636 28,712	1,952 660	488 400	1,05,906 68,448	.	1,05,906 68,445	1st half 2nd half	} Patna Gyr	15
7,319 3,172	164 55	112 39	15,950 7,549		15,950 7,549	1st half 2nd half		
6 286 8,965	221 254	448 639	48,508 39,650	.	48,508 39,650	1st half 2nd half	} Amritsar-Patthankot	17
						1st half 2nd half		
						1st half 2nd half	} Bhopal-Itarsi	18
						1st half 2nd half		
						1st half 2nd half	} Khamgaon	19
						1st half 2nd half		
						1st half 2nd half	} Amraoti	20
						1st half 2nd half		
10,989 38,621	334 1,192	7,017 5,893	3,57,466 3,18,240		3,57,466 3,18,240	1st half 2nd half	} His Highness the Nizam's	21
13,731 5,197	622 124	202 84	7,753 9,748		7,753 9,748	1st half 2nd half		
						1st half 2nd half	} Rájputa-Patala	22
						1st half 2nd half		
185,192,626 185,911,513	40,08,945 33,06,075	5,36,431 4,18,696	5,56,79,774 4,33,95,288	897 5,346	5,56,78,877 4,33,89,942	1st half 2nd half	} TOTAL BROAD GAUGE carried over.	

APPENDIX STATISTICS OF INDIAN No.

DETAIL OF

Half-years ended 30th June and 31st December 1885.

[From Abstract I of

No.	RAILWAYS.	1885.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS AND REVENUE STORES, EXCEPT COAL.	
			Ton-miles.	Receipts.	Ton-miles.	Receipts.	Ton-miles.	Receipts.
	Brought forward BROAD GAUGE.	1st half 2nd half	1,235,732,661 1,023,228,485	R 4,78,89,282 3,72,36,191	14,430,943 8,034,851	12,93,409 7,31,919	103,797,784 102,636,321	R 19,57,707 17,02,407
	<i>Narrow Gauge.</i>							
23	South Indian	1st half 2nd half	20,743,538 21,118,264	8,91,507 9,08,823	8,807 38,332	1,648 9,367	2,456,836 2,690,536	57,751 68,512
24	Southern Mahratta	1st half 2nd half	1,787,853 3,531,523	95,808 1,83,976	510 9,528	58 1,101	1,610,612 4,012,677	82,542 1,38,977
25	Bengal and North-Western.	1st half 2nd half	3,848,283 6,476,046	2,61,763 1,98,227	8,486 681	301 106	1,325,819 1,290,506	46,883 45,198
26	Deoghur	1st half 2nd half	......	......	......	......	......	......
27	Assam	1st half 2nd half	185,840 240,709	39,745 54,685	... ...	... ...	... ...	... 8
28	Darjeeling-Himalayan	1st half 2nd half	......	......	......	......	......	......
29	Rohilkhand-Kumaun	1st half 2nd half	209,018 524,040	15,586 18,335	426 344	47 40	755,059 303,137	27,080 12,868
30	Thaton-Duyinzaik	1st half 2nd half	... ...	5,701...	......	......	......	......
31	Rajputana-Malwa	1st half 2nd half	143,186,861 156,723,416	57,48,816 51,89,217	454,213 483,870	54,283 55,829	5,672,678 5,656,429	1,43,455 1,11,809
32	Nalhâti	1st half 2nd half	61,599 123,410	7,153 11,536	... ...	... ...	7,818 2,923	295 125
33	Northern Bengal	1st half 2nd half	8,694,173 12,180,372	4,66,253 6,77,930	20,038 12,602	1,681 1,035	1,726,598 433,216	52,773 14,101
34	Kaunia-Dharla	1st half 2nd half	27,373 31,512	6,880 4,639	768 161	247 26	177 958	15 43
35	Tirhoot	1st half 2nd half	6,103,260 5,370,643	2,70,857 2,29,543	2,390 475	278 55	564,176 391,216	20,155 14,401
36	Dacca	1st half 2nd half	2,376 217,530	1,846 12,738	... ...	... ...	801,745 293,189	22,733 8,301
37	Cawnpore-Achnera	1st half 2nd half	4,282,713 3,269,645	1,52,053 1,25,403	44,671 20,096	4,972 892	696,028 395,378	27,553 10,551
38	Bareilly-Pilibhect	1st half 2nd half	417,629 313,602	22,423 16,309	... ...	... ...	120,455 40,193	5,310 1,248
39	Nâgpur-Chhattisgarh	1st half 2nd half	14,284,810 5,626,110	8,41,306 2,88,736	5,632 2,862	562 252	461,539 1,164,070	14,260 12,168
40	Burma	1st half 2nd half	13,966,270 4,278,849	4,68,780 2,17,122	5,394 214,321	121 16,142	1,045,386 330,595	62,861 46,560
41	Jorhât	1st half 2nd half	30,306 45,681	9,997 20,747	......	......	......	......
42	Bhâvnagar-Gondal	1st half 2nd half	4,894,938 1,540,748	3,43,950 1,02,446	... ...	... ...	359,968 357,909	7,559 6,702
43	His Highness the Gaekwar's.	1st half 2nd half	467,252 273,480	38,163 18,972	... ...	... ...	29,785 16,031	608 363
44	Jodhpore	1st half 2nd half	221,186 314,085	35,034 30,437	... ...	... ...	123,561 7,366	2,667 291
45	Mysore	1st half 2nd half	1,387,067 1,434,688	64,927 73,361	... ...	... ...	272,459 306,415	9,481 9,865
	TOTAL NARROW GAUGE.	1st half 2nd half	224,862,345 223,634,353	97,88,548 83,83,182	551,344 783,272	64,108 84,845	18,030,699 17,692,744	5,83,990 5,08,091
	TOTAL BROAD AND NARROW GAUGE.							

A—continued.

RAILWAYS—(PART I)—continued.

IV—concluded.

GOODS TRAFFIC—concluded.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

MINERALS.		MISCELLANEOUS.	TOTAL.	DEDUCTIONS.	NET TOTAL.	1885.	RAILWAYS.	No.
Ton-miles.	Receipts.							
185,192,626 155,911,513	R 40,08,945 33,06,075	R 5,30,431 4,18,696	R 5,56,79,774 4,33,95,288	R 897 5,346	R 5,56,78,877 4,33,89,942	1st half 2nd half	Brought forward BROAD GAUGE.	
664,991 431,566	13,748 9,014	4,068 3,233	9,68,722 9,98,949	...	9,68,722 9,98,949	1st half 2nd half	Narrow Gauge. South Indian	23
95,895 279,851	2,374 6,208	615 1,127	1,81,397 3,31,389	...	1,81,397 3,31,389	1st half 2nd half	Southern Mahratta	24
634,295 436,914	13,660 10,526	731 761	3,23,338 2,54,818	...	3,23,338 2,54,818	1st half 2nd half	Bengal and North-West-ern.	25
...	...	...	203	...	203	1st half	Deoghur	26
...	...	...	413	...	413	2nd half		
873,053 1,280,539	46,730 51,834	10 139	86,485 1,06,666	...	86,485 1,06,574	1st half 2nd half	Assam	27
...	...	...	1,22,818	...	1,22,818	1st half	Darjeeling- Himalayan	28
...	...	...	1,43,694	...	1,43,694	2nd half		
...	...	317	43,030	...	43,030	1st half	Rohilkhand-Kumaun	29
...	...	453	31,696	...	31,696	2nd half		
...	...	...	5,701	...	5,701	1st half	Thatón-Duyinzaik	30
...	...	...	...	...	...	2nd half		
7,095,999 7,160,680	1,50,940 1,39,081	11,969 10,839	61,09,463 55,06,775	...	61,09,462 55,06,775	1st half 2nd half	Rajputana-Malwa	31
25,428 76,075	1,602 4,776	78 116	9,128 16,553	...	9,128 16,553	1st half 2nd half	Nalhāti	32
749,371 553,023	18,101 13,970	3,086 3,087	5,41,894 7,10,123	...	5,41,894 7,10,123	1st half 2nd half	Northern Bengal	33
1 4	1 1	291 66	7,434 4,775	...	7,434 4,775	1st half 2nd half	Kaunia-Dharila	34
536,451 211,353	20,073 7,789	13,119 4,001	3,24,482 2,55,789	...	3,24,482 2,55,789	1st half 2nd half	Tirhoot	35
423 9,220	12 260	19 47	24,610 21,346	...	24,610 21,346	1st half 2nd half	Dacca	36
429,562 228,115	7,794 3,986	1,966 —1,585	1,94,338 1,45,247	...	1,94,338 1,45,195	1st half 2nd half	Cawnpore-Achnera	37
...	...	105	27,838	...	27,838	1st half	Bareilly-Pilibheet	38
...	...	154	17,711	...	17,711	2nd half		
403,591 163,503	10,806 4,405	3,413 1,571	8,70,356 3,07,132	...	8,70,356 3,07,132	1st half 2nd half	Nágpur-Chhattisgarh	39
4,000 198,521	182 3,864	6,966 13,334	5,38,910 2,97,022	...	5,38,910 2,97,022	1st half 2nd half	Burma	40
...	...	...	9,997	...	9,997	1st half	Jorhát	41
...	160	389	21,296	...	21,296	2nd half		
69,291 24,541	2,788 936	889 1,105	3,55,186 1,11,189	...	3,55,186 1,11,189	1st half 2nd half	Bhávnapur-Gondal	42
3,036 3,970	56 72	83 89	38,910 19,496	...	38,910 19,496	1st half 2nd half	His Highness the Gaek-war's.	43
...	...	584	38,285	...	38,285	1st half	Jodhpore	44
...	22	349	31,099	...	31,099	2nd half		
...	...	1,291	75,699	...	75,699	1st half	Mysore	45
...	21	819	84,066	...	84,066	2nd half		
11,585,387 11,060,058	2,88,867 2,56,925	40,600 40,094	1,08,98,224 94,17,244	1 144	1,08,98,223 94,17,100	1st half 2nd half	TOTAL NARROW GAUGE.	
363,750,184	78,60,812	10,38,821	11,93,90,530	6,388	11,93,84,142	...	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	

APPENDIX
STATISTICS OF INDIAN
No.
SUMMARY OF
[From No VIII of

Half-years ended 30th June and 31st December 1885.

No.	RAILWAYS	1885	Maintenance of Way, Works, and Stations	Locomotive Expenses	Carriage and Wagon Expenses	Traffic Expenses
			₹	₹	₹	₹
	<i>Broad Gauge</i>					
1	East Indian	{ 1st half 2nd half	28,01,640 25,90,754	23,50,723 21,68,758	8,32,151 7,65,232	14,53,263 14,40,232
2	Madras	{ 1st half 2nd half	5,15,504 5,67,086	7,64,202 7,80,891	2,94,054 2,01,277	3,59,700 3,71,446
3	Great Indian Peninsula	{ 1st half 2nd half	23,71,888 22,68,158	38,55,918 31,15,551	12,75,063 11,24,754	12,99,658 11,64,890
4	Bombay, Baroda and Central India	{ 1st half 2nd half	8,87,438 8,55,646	9,86,867 7,45,628	3,77,454 3,58,482	3,72,679 3,61,335
5	Sind, Punjab and Delhi	{ 1st half 2nd half	10,45,060 7,79,037	14,23,727 11,61,301	6,52,743 5,60,228	5,35,752 5,32,347
6	Oudh and Rohilkhand	{ 1st half 2nd half	8,35,821 5,99,275	4,57,479 4,42,358	1,46,886 1,35,888	2,53,896 2,48,251
7	Bengal Central	{ 1st half 2nd half	65,806 96,819	37,870 33,504	16,602 13,217	42,616 35,530
8	Tarakeshwar	{ 1st half 2nd half	17,225 13,180	14,164 11,051	5,111 3,896	8,941 7,331
9	Punjab Northern	{ 1st half 2nd half	2,67,488 3,02,256	5,11,835 4,59,975	94,906 81,856	2,14,263 2,02,075
10	Indus Valley	{ 1st half 2nd half	3,81,823 4,18,798	9,13,985 9,05,168	1,37,215 1,50,965	2,87,957 2,99,471
11	Eastern Bengal	{ 1st half 2nd half	3,41,838 4,33,833	2,98,618 3,23,064	1,32,487 1,28,547	3,17,744 3,27,663
12	Sindia	{ 1st half 2nd half	25,354 21,355	21,264 17,889	7,520 6,305	13,150 11,880
13	Dhond-Mannid	{ 1st half 2nd half			..	
14	Wardha Corl	{ 1st half 2nd half	16,879 16,814	23,305 25,617	10,078 12,506	11,920 12,142
15	Patna-Gyr	{ 1st half 2nd half	31,212 30,257	26,177 25,346	9,258 8,934	16,188 16,832
16	Dildarnagar-Ghazipur	{ 1st half 2nd half	3,274 2,220	2,746 1,859	971 655	1,698 1,235
17	Amritsar-Pathankot	{ 1st half 2nd half	24,950 46,326	34,615 31,022	6,275 4,787	18,188 16,591
18	Bhopal-Itarsi	{ 1st half 2nd half	20,714 32,038		..	
19	Khamgaon	{ 1st half 2nd half	1,441	.	..	..
20	Amraoti	{ 1st half 2nd half	2,228 577	..	.	..
21	His Highness the Nizam's	{ 1st half 2nd half	1,43,510 70,021	68,552 77,520	26,003 36,890	48,911 53,020
22	Rajpura-Patiala	{ 1st half 2nd half	4,153 8,523	8,580 8,911	2,647 2,749	3,945 4,097
	TOTAL BROAD GAUGE carried over	{ 1st half 2nd half	98,05,246 91,52,973	1,18,00,927 1,02,81,413	40,27,454 36,03,168	52,60,499 51,06,368

(a) Includes Rs. 78,466, being the amount paid to the State as rent of leased lines not shown in any of the preceding columns of this statement.
(b) Ditto Rs. 46,893 ditto ditto

—continued

RAILWAYS—(PART I)—continued.

PLNSI S

[Revenue Accounts]

Half-years ended 30th June and 31st December 1885.

General Charges	Steam-boat Service	Special and Miscellaneous Expenses	TOTAL	1885	RAILWAYS	No
R	R	R	R			
Broad Gauge						
8,22,611 5,61,144	10,786 11,222	81,739 1,60,954	83,52,913 79,98,326	1st half 2nd half	} East Indian	1
2,35,109 2,35,008		30,454 23,494	21,99,023 21,79,502	1st half 2nd half		
5,76,799 5,94,452		2,57,323 1,63,220	98,15,109(a) 85,69,718(b)	1st half 2nd half	} Great Indian Peninsula	3
3,37,261 2,50,984		64,503 65,305	30,26,202 26,37,380	1st half 2nd half		
3,45,322 3,51,455	5,173 4,702	11,364 3,86,444	40,22,141 38,05,914	1st half 2nd half	} Sind, Punjab and Delhi	5
2,02,722 2,04,127		46,083 59,222	19,42,887 16,69,121	1st half 2nd half		
67,519 53,103		42,901 21,632	2,73,314 2,53,805	1st half 2nd half	} Bengal Central	7
5,126 4,445		27,594 19,525	78,461 59,428	1st half 2nd half		
1,19,278 1,14,705	..	47,524 38,523	12,55,274 11,45,390	1st half 2nd half	} Punjab Northern	9
1,92,186 1,74,417	1,03,243 1,06,468	2,36,611 1,34,537	22,42,980 21,96,124	1st half 2nd half		
1,31,732 1,29,138	1,69,431 99,152	70,894 88,393	14,62,744 15,29,790	1st half 2nd half	} Eastern Bengal	11
7,542 7,194		30,765 24,183	1,05,595 88,806	1st half 2nd half		
3,116 3,116			(c) 3,116 (c) 3,116	1st half 2nd half	} Dhond-Manmad	13
26,861 27,79		17,974 2,956	1,07,017 97,344	1st half 2nd half		
9,285 10,193		16,743 41,365	1,38,863 1,32,927	1st half 2nd half	} Patna-Gaya	15
974 748	..	4,896 3,035	14,559 9,752	1st half 2nd half		
11,700 15,042	..	1,608 6,910	1,03,336 1,20,678	1st half 2nd half	} Amritsar-Pathankot	17
5,693 3,598	..		(c) 25,725 35,636	1st half 2nd half		
43	..		(d) 1,441 (d) 43	1st half 2nd half	} Khimgaon	19
43	..		(d) 2,228 (d) 620	1st half 2nd half		
33,336 47,081	..	10,248 11,834	3,30,560 2,96,366	1st half 2nd half	} His Highness the Nizam's	21
3,075 3,574		1,400 1,370	23,800 29,224	1st half 2nd half		
31,30,127 31,19,289	2,88,633 2,21,544	10,36,624 12,53,662	3,55,27,288 3,28,79,310	1st half 2nd half	} TOTAL BROAD GAUGE carried over	

(a) Excluding Rs82, being the difference between the Government share of receipts as paid by the Great Indian Peninsula Railway Company and the net earnings of the line as shown in the Bhopal State Railway Revenue Account.

(d) State expenditure.

APPENDIX
STATISTICS OF INDIAN
No.

SUMMARY OF

[From No. VIII of

Half-years ended 30th June and 31st December 1885.

No.	RAILWAYS.	1885.	Maintenance of Way, Works, and Stations.	Locomotive Expenses.	Carriage and Wagon Expenses.	Traffic Expenses.
			R	R	R	R
	Brought forward BROAD GAUGE	{ 1st half	98,05,246	1,18,00,927	40,27,454	52,60,499
	Narrow Gauge.	{ 2nd half	91,52,973	1,02,81,413	36,03,168	51,06,368
23	South Indian	{ 1st half	4,34,046	4,58,656	1,56,240	1,99,525
		{ 2nd half	4,87,069	4,71,451	1,78,327	2,05,703
24	Southern Mahratta	{ 1st half	56,880	79,578	8,287	46,369
		{ 2nd half	1,28,231	1,49,953	15,915	73,876
25	Bengal and North-Western	{ 1st half	—7,791	1,16,313	9,388	52,638
		{ 2nd half	35,213	1,18,624	13,347	82,673
26	Deoghur	{ 1st half	1,696	2,350	220	2,106
		{ 2nd half	1,675	2,067	205	2,150
27	Assam	{ 1st half	55,065	23,856	3,159	17,222
		{ 2nd half	45,284	36,534	6,677	14,232
28	Darjeeling-Himalayan	{ 1st half	23,332	41,154	13,521	22,415
		{ 2nd half	23,549	39,909	13,337	20,085
29	Rohilkhand-Kumaun	{ 1st half	18,538	13,864	1,526	21,432
		{ 2nd half	13,712	14,169	1,749	25,126
30	Thaton-Duyinzaik	{ 1st half	5,530	3,424	1,096	5,737
		{ 2nd half	...	...	...	...
31	Rajputana-Malwa	{ 1st half	7,87,609	19,67,173	2,95,128	6,65,488
		{ 2nd half	10,01,468	18,07,563	2,71,061	6,15,280
32	Nalhâti	{ 1st half	13,029	4,847	1,585	3,773
		{ 2nd half	12,011	4,862	1,055	4,224
33	Northern Bengal	{ 1st half	3,49,764	1,68,387	27,572	90,420
		{ 2nd half	2,63,668	1,46,116	28,202	96,921
34	Kaunia-Dharla	{ 1st half	12,226	7,482	2,840	4,575
		{ 2nd half	14,461	7,204	1,675	5,091
35	Tirhoot	{ 1st half	1,10,616	1,06,466	24,679	80,660
		{ 2nd half	1,09,470	93,283	23,692	86,024
36	Dacca	{ 1st half	2,281	11,736	721	6,342
		{ 2nd half	30,708	20,818	4,368	24,510
37	Cawnpore-Achnera	{ 1st half	84,260	1,46,968	24,677	77,704
		{ 2nd half	1,34,216	102,741	19,649	75,548
38	Bareilly-Pilibheet	{ 1st half	7,017	5,776	624	7,704
		{ 2nd half	9,937	5,753	721	7,173
39	Nâgpur-Chhattîsgarh	{ 1st half	2,23,541	1,43,150	37,226	63,489
		{ 2nd half	1,33,200	1,19,610	29,284	53,523
40	Burma	{ 1st half	2,42,176	2,06,257	41,679	1,60,564
		{ 2nd half	3,99,775	2,08,905	47,880	1,42,971
41	Jorhât	{ 1st half	3,747	3,864	289	5,165
		{ 2nd half	4,512	7,945	469	7,002
42	Bhâvnagar-Gondal	{ 1st half	58,533	92,617	11,498	66,751
		{ 2nd half	63,312	68,834	16,781	53,798
43	His Highness the Gaekwar's	{ 1st half	19,859	16,167	2,149	8,719
		{ 2nd half	15,671	12,592	2,949	7,320
44	Jodhpore	{ 1st half	8,213	13,284	269	4,954
		{ 2nd half	10,261	11,758	437	5,010
45	Mysore	{ 1st half	20,503	36,779	7,838	18,236
		{ 2nd half	26,565	43,451	7,811	17,424
	TOTAL NARROW GAUGE	{ 1st half	25,30,670	36,70,148	6,72,211	16,31,988
		{ 2nd half	29,63,968	34,94,172	6,85,591	16,25,664
	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR		2,44,52,837	2,92,46,660	89,88,424	1,36,24,519

A—continued.

RAILWAYS—(PART I)—continued.

V—concluded.

EXPENSES—concluded.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

General Charges.	Steam-boat Service.	Special and Miscellaneous Expenses.	TOTAL.	1885.	RAILWAYS.	No.
R	R	R	R			
31,30,127	2,88,633	10,36,624	3,55,27,288	1st half	} Brought forward BROAD GAUGE.	
31,19,289	2,21,544	12,53,662	3,28,79,310	2nd half		
					<i>Narrow Gauge.</i>	
1,93,780	...	5,249	14,47,496	1st half	} South Indian	23
1,78,889	...	9,476	15,30,915	2nd half		
67,426	...	3,244	2,61,784	1st half	} Southern Mahratta	24
93,061	...	3,069	4,64,105	2nd half		
33,321	41,852	1,050	2,46,771	1st half	} Bengal and North-Western	25
85,555	27,791	6,360	3,69,563	2nd half		
799	...	52	7,223	1st half	} Deoghur	26
758	...	...	6,855	2nd half		
68,900	2,550	2,436	1,73,188	1st half	} Assam	27
31,463	12,392	1,429	1,48,011	2nd half		
30,933	...	4,677	1,36,032	1st half	} Darjeeling-Himalayan	28
29,577	...	5,264	1,31,721	2nd half		
20,331	...	2,347	78,038	1st half	} Rohilkhand-Kumaun	29
23,170	...	2,455	80,381	2nd half		
...	...	...	15,787	1st half	} Thaton-Duyinzaik	30
...	...	...	...	2nd half		
5,32,826	...	60,065	43,08,289	1st half	} Rajputana-Malwa	31
5,26,445	...	57,895	42,79,712	2nd half		
8,935	...	200	32,369	1st half	} Nalhāti	32
8,292	...	207	30,651	2nd half		
90,842	70,870	7,290	8,05,145	1st half	} Northern Bengal	33
84,130	80,475	10,053	7,09,565	2nd half		
4,548	24,114	202	55,987	1st half	} Kaunia-Dharla	34
4,466	20,713	176	53,786	2nd half		
81,588	61,569	7,191	4,72,769	1st half	} Tirhoot	35
76,335	50,723	7,069	4,46,596	2nd half		
3,919	...	294	25,293	1st half	} Dacca	36
36,693	...	1,189	1,18,316	2nd half		
60,826	...	5,731	4,00,166	1st half	} Cawnpore-Achnera	37
65,033	...	5,293	4,02,480	2nd half		
8,517	...	2,633	32,271	1st half	} Bareilly-Pilibheet	38
9,306	...	423	33,313	2nd half		
49,349	...	9,995	5,26,750	1st half	} Nágpur-Chhattísgarh	39
52,397	...	6,551	3,94,565	2nd half		
1,07,074	...	8,273	7,66,023	1st half	} Burma	40
1,14,367	...	10,611	9,24,509	2nd half		
3,252	...	90	16,407	1st half	} Jorhát	41
3,153	...	184	23,265	2nd half		
69,893	29,345	8,846	3,37,483	1st half	} Bhávnagar-Gondal	42
66,454	...	6,751	2,75,930	2nd half		
5,874	...	...	52,768	1st half	} His Highness the Gackwar's	43
5,360	...	...	43,892	2nd half		
698	...	788	28,206	1st half	} Jodhpore	44
1,242	...	1,272	29,980	2nd half		
23,127	...	966	1,07,449	1st half	} Mysore	45
22,662	...	808	1,18,721	2nd half		
14,66,758	2,30,300	1,31,619	1,03,33,694	1st half	} TOTAL NARROW GAUGE.	
15,18,808	1,92,094	1,36,535	1,06,16,832	2nd half		
94,34,982	9,32,571	25,58,440	8,93,57,124	...	} TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	

APPENDIX
STATISTICS OF INDIAN
No
DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended 30th June and 31st December 1885.

[From Abstract A of

No.	RAILWAYS.	1885.	General Superintendence.	Maintenance of Permanent-way.	Repairs of Bridges, &c.	Conservancy of Rivers.
			₹	₹	₹	₹
	<i>Broad Gauge.</i>					
1	East Indian	{ 1st half 2nd half	3,69,289 3,70,277	25,97,086 17,29,426	1,48,664 1,56,390	— ...
2	Madras	{ 1st half 2nd half	1,22,459 1,19,991	2,66,316 3,00,965	38 393 33,660	......
3	Great Indian Peninsula	{ 1st half 2nd half	2,24,385 2,22,365	13,20,295 12,35,604	2,45,122 2,31,500	......
4	Bombay, Baroda and Central India	{ 1st half 2nd half	1,14,162 1,16,856	4,16,366 4,08,382	1,64,506 1,33,012	......
5	Sind, Punjab and Delhi	{ 1st half 2nd half	1,18,637 1,28,132	5,76,833 3,32,197	73,551 83,725	......
6	Oudh and Rohilkhand	{ 1st half 2nd half	95,053 99,444	5,22,260 2,47,880	19,835 1,04,843	......
7	Bengal Central	{ 1st half 2nd half	15,238 19,689	39,306 29,954	1,790 28,948	11 650
8	Tárakeshwar	{ 1st half 2nd half } ...	...	...	...	Worked by the East
9	Punjab Northern	{ 1st half 2nd half	65,881 67,597	1,07,113 1,23,139	22,083 49,158	18,530 23,598
10	Indus Valley	{ 1st half 2nd half	89,059 98,008	1,62,806 2,03,070	48,588 19,313	509 512
11	Eastern Bengal	{ 1st half 2nd half	44,081 42,692	1,80,809 2,20,503	75,474 67,060	389 297
12	Sindia	{ 1st half 2nd half } ...	...	...	...	Worked by the East
13	Dhond-Manmád	{ 1st half 2nd half } ...	...	...	...	Worked by the Great
14	Wardha Coal	{ 1st half 2nd half	804 994	12,676 13,856	371 211	......
15	Patna-Gya	{ 1st half 2nd half } ...	...	...	...	Worked by the East
16	Dildárnagar-Gházipur	{ 1st half 2nd half } ...	...	...	...	Worked by the East
17	Amritsar-Pathámkot	{ 1st half 2nd half	... 14,313	20,008 26,902	8 241	......
18	Bhopal-Itársi	{ 1st half 2nd half	2,255 3,511	438 289	22 32	......
19	Khámgaon	{ 1st half 2nd half } ...	...	...	...	Worked by the Great
20	Amraóti	{ 1st half 2nd half } ...	...	...	...	Worked by the Great
21	His Highness the Nizam's	{ 1st half 2nd half	9,981 8,181	1,23,052 49,595	1,870 4,570	......
22	Rájpura-Patnála	{ 1st half 2nd half	116 1,267	3,600 4,124	... 2,208	......
Total Broad Gauge carried over		{ 1st half 2nd half	12,72,300 13,15,317	63,48,964 49,25,886	8,49,277 9,14,871	19,439 25,057

A—continued.

RAILWAYS—(PART I)—continued.

VI.

OF WAY, WORKS, AND STATIONS.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

Repairs of Stations and Buildings.	Other Charges.	TOTAL.	Deductions.	NET TOTAL.	1885.	RAILWAYS.	No.
₹	₹	₹	₹	₹			
<i>Broad Gauge.</i>							
3,04,101 3,07,776	3,96,278 4,53,245	38,15,418 30,17,114	10,13,778 4,26,360	28,01,640 25,90,754	1st half 2nd half	East Indian	1
43,173 54,604	45,163 57,866	5,15,504 5,67,086	... ...	5,15,504 5,67,086	1st half 2nd half	Madras	2
1,36,792 1,13,812	4,67,031 4,66,495	23,93,625 22,09,776	21,737 1,618	23,71,888 22,68,158	1st half 2nd half	Great Indian Peninsula	3
79,590 74,826	1,13,617 1,23,793	8,88,241 8,56,869	803 1,223	8,87,438 8,55,646	1st half 2nd half	Bombay, Baroda and Central India	4
1,34,511 92,705	1,46,169 1,47,305	10,49,701 7,84,064	4,641 5,027	10,45,060 7,79,037	1st half 2nd half	Sind, Punjab and Delhi	5
25,191 43,381	1,73,482 1,03,727	8,35,821 5,99,275	... ...	8,35,821 5,99,275	1st half 2nd half	Oudh and Rohilkhand	6
3,517 8,755	5,044 8,823	65,806 96,819	... ...	65,806 96,819	1st half 2nd half	Bengal Central	7
Indian Railway		...	...	17,225 13,180	1st half 2nd half	Tárakeshwar	8
26,833 25,493	27,048 13,271	2,67,488 3,02,256	... ...	2,67,488 3,02,256	1st half 2nd half	Punjab Northern	9
38,613 44,014	42,248 53,881	3,81,823 4,18,798	... ...	3,81,823 4,18,798	1st half 2nd half	Indus Valley	10
46,003 68,500	18,203 68,854	3,65,859 4,67,906	24,021 34,073	3,41,838 4,33,833	1st half 2nd half	Eastern Bengal	11
Indian Railway		...	...	25,354 21,355	1st half 2nd half	Sindia	12
Indian Peninsula Railway		...	...	...	1st half 2nd half	Dhond-Manmád	13
1,525 483	1,503 1,270	16,879 16,814	... ...	16,879 16,814	1st half 2nd half	Wardha Coal	14
Indian Railway	...	...	...	31,212 30,257	1st half 2nd half	Patna-Gya	15
2,437 3,645	2,497 1,225	24,950 46,326	... ...	24,950 46,326	1st half 2nd half	Dildārnagar-Ghāzipur	16
140 ...	17,859 28,206	20,714 32,038	... ...	20,714 32,038	1st half 2nd half	Amritsar-Pathānkot	17
Indian Peninsula Railway		(a) 1,441 ...	... ...	(a) 1,441 ...	1st half 2nd half	Bhopal-Itārsi	18
		(a) 2,228 (a) 577	... ...	(a) 2,228 (a) 577	1st half 2nd half	Khāmgaon	19
1,842 3,950	6,765 3,725	1,43,510 70,021	... ...	1,43,510 70,021	1st half 2nd half	Amraóti	20
390 484	47 440	4,153 8,523	... ...	4,153 8,523	1st half 2nd half	His Highness the Nizam's	21
					1st half 2nd half	Rájpura-Patāla	22
8,44,658 8,42,428	14,63,854 15,32,126	1,07,93,161 95,54,262	10,64,980 4,68,301	98,05,246 91,52,973	1st half 2nd half	TOTAL BROAD GAUGE carried over.	

APPENDIX
STATISTICS OF INDIAN
No.

DETAIL OF EXPENSES FOR MAINTENANCE

Half-years ended 30th June and 31st December 1885.

[From Abstract A of

No.	RAILWAYS.	1885.	General Superintendence.	Maintenance of Permanent-way.	Repairs of Bridges, &c.	Conservancy of Rivers.
			₹	₹	₹	₹
	Brought forward BROAD GAUGE	{ 1st half	12,72,300	63,48,964	8,40,277	19,439
	Narrow Gauge.	2nd half	13,13,317	49,25,886	9,14,871	25,057
23	South Indian	{ 1st half	77,327	1,83,777	89,954	...
		2nd half	85,818	1,48,000	1,43,044	...
24	Southern Mahratta	{ 1st half	18,600	29,054	1,502	...
		2nd half	31,150	56,350	23,918	...
25	Bengal and North-Western	{ 1st half	350	—8,220	—1	...
		2nd half	10,413	17,704	34	...
26	Deoghur	{ 1st half	...	...	...	...
		2nd half	...	...	...	...
27	Assam	{ 1st half	12,998	39,144	638	..
		2nd half	9,004	31,299	2,103	...
28	Darjeeling-Himalayan	{ 1st half	7,347	11,213	1,097	409
		2nd half	7,974	10,490	3,854	294
29	Rohilkhand-Kumaun	{ 1st half	11,106	7,234	...	...
		2nd half	4,904	8,362	24	59
30	Thaton-Duyinzaik	{ 1st half	...	2,399	...	..
		2nd half	...	...	...	...
31	Rajputana-Malwa	{ 1st half	1,54,850	4,57,618	42,361	1,196
		2nd half	1,67,084	6,42,802	44,594	778
32	Nalhāti	{ 1st half	839	14,620	1,390	...
		2nd half	823	10,630	190	...
33	Northern Bengal	{ 1st half	35,330	2,33,887	20,785	...
		2nd half	34,025	1,55,388	10,145	...
34	Kaunia-Dharlla	{ 1st half	1,387	4,788	3,729	...
		2nd half	1,745	10,008	987	28
35	Tirhoot	{ 1st half	28,598	79,436	3,702	...
		2nd half	25,196	74,989	1,864	...
36	Dacca	{ 1st half	468	1,813	...	...
		2nd half	14,778	15,924	...	...
37	Cawnpore-Achnera	{ 1st half	17,894	27,239	9,570	...
		2nd half	23,492	41,660	48,604	...
38	Bareilly Philibheet	{ 1st half	...	7,017	...	...
		2nd half	2,566	6,812	87	...
39	Nāgpur-Chhattīsgarh	{ 1st half	21,078	1,07,970	62,945	...
		2nd half	21,158	82,937	6,067	...
40	Burma	{ 1st half	34,732	1,49,510	19,578	9,524
		2nd half	57,001	2,55,600	19,813	538
41	Jorhāt	{ 1st half	714	3,033	...	...
		2nd half	1,456	2,995	19	...
42	Bhāvnagar-Gondal	{ 1st half	15,623	35,045	3,581	...
		2nd half	13,892	34,806	3,721	...
43	His Highness the Gaekwar's	{ 1st half	3,975	7,620	5,805	...
		2nd half	3,776	9,580	930	...
44	Jodhpore	{ 1st half	781	7,184	...	...
		2nd half	865	8,810	...	...
45	Mysore	{ 1st half	7,893	9,895	364	...
		and half	9,572	14,867	478	...
	TOTAL NARROW GAUGE	{ 1st half	4,51,890	14,11,276	2,66,100	11,129
		2nd half	5,26,692	16,40,013	3,11,082	1,688
	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR	...	35,64,199	1,43,26,139	23,32,330	57,313

A—continued.

RAILWAYS—(PART I)—continued.

VI—concluded.

OF WAY, WORKS, AND STATIONS—concluded.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

Repairs of Stations and Buildings.	Other Charges.	TOTAL.	Deductions.	NET TOTAL.	1885.	RAILWAYS.	No.
R	R	R	R	R			
8,44,658	14,63,854	1,07,93,161	10,64,980	98,05,246	1st half	Brought forward BROAD GAUGE.	
8,42,428	15,32,126	95,54,262	4,68,301	91,52,973	2nd half		
						Narrow Gauge.	
15,854	68,062	4,34,074	28	4,34,046	1st half	South Indian	23
20,574	89,048	4,87,084	15	4,87,069	2nd half		
2,825	4,809	56,880	...	56,880	1st half	Southern Mahratta	24
2,942	13,871	1,28,231	...	1,28,231	2nd half		
219	—139	—7,791	...	—7,791	1st half	Bengal and North-Western	25
3,561	3,501	35,213	...	35,213	2nd half		
..	...	1,696	...	1,696	1st half	Deoghur	26
...	...	1,675	...	1,675	2nd half		
945	1,340	55,065	...	55,065	1st half	Assam	27
2,598	1,340	46,344	1,060	45,284	2nd half		
2,043	1,223	23,332	...	23,332	1st half	Darjeeling-Himalayan	28
652	285	23,549	...	23,549	2nd half		
12	186	18,538	...	18,538	1st half	Rohilkhand-Kumaun	29
72	300	13,712	...	13,712	2nd half		
(a)1,331	1,800	5,530	...	5,530	1st half	Thaton-Duyinzaik	30
...	...	...	...	...	2nd half		
55,352	76,232	7,87,609	...	7,87,609	1st half	Rajputana-Malwa	31
56,082	90,128	10,01,468	...	10,01,468	2nd half		
403	620	17,872	4,843	13,029	1st half	Nalhati	32
400	76	12,119	108	12,011	2nd half		
30,678	29,084	3,49,764	...	3,49,764	1st half	Northern Bengal	33
43,601	20,509	2,63,668	...	2,63,668	2nd half		
1,002	1,320	12,226	...	12,226	1st half	Kaunia-Dharla	34
322	1,371	14,461	...	14,461	2nd half		
3,236	12,223	1,27,195	16,579	1,10,616	1st half	Tirhoot	35
2,968	8,744	1,13,761	4,291	1,09,470	2nd half		
...	...	2,281	...	2,281	1st half	Dacca	36
...	6	30,708	...	30,708	2nd half		
2,058	28,095	84,856	596	84,260	1st half	Cawnpore-Achnera	37
10,826	9,834	1,34,416	200	1,34,216	2nd half		
...	...	7,017	...	7,017	1st half	Barcilly-Pilibheet	38
165	307	9,937	...	9,937	2nd half		
8,587	22,961	2,23,541	...	2,23,541	1st half	Nagpur-Chhattisgarh	39
8,519	14,519	1,33,200	...	1,33,200	2nd half		
11,794	17,038	2,42,176	...	2,42,176	1st half	Burma	40
8,505	58,318	3,99,775	...	3,99,775	2nd half		
...	...	3,747	...	3,747	1st half	Jorhat	41
42	...	4,512	...	4,512	2nd half		
4,706	—422	58,533	...	58,533	1st half	Bhavnagar-Gondal	42
4,168	6,725	63,312	...	63,312	2nd half		
1,851	608	19,859	...	19,859	1st half	His Highness the Gaekwar's	43
1,003	376	15,671	...	15,671	2nd half		
248	...	8,213	...	8,213	1st half	Jodhpore	44
342	244	10,261	...	10,261	2nd half		
1,000	1,351	20,503	...	20,503	1st half	Mysore	45
1,104	544	26,565	...	26,565	2nd half		
1,44,144	2,66,481	25,52,716	22,046	25,30,670	1st half	TOTAL NARROW GAUGE.	
1,68,446	3,20,046	29,69,642	5,674	29,63,968	2nd half		
19,99,676	35,82,507	2,58,69,781	15,61,001	2,44,52,857	...	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	

(a) Includes cost of general superintendence.

APPENDIX
STATISTICS OF INDIAN
No.

DETAIL OF

Half-years ended 30th June and 31st December 1885.

[From Abstract B of

No.	RAILWAYS	1885	General Superintendence	Wages of Drivers and Firemen, fuel- ling, cleaning, Lamp-oils, &c	Fuel	Water	Oil, Tallow, and other Stores
			R	R	R	R	R
	<i>Broad Gauge</i>						
1	East Indian	{ 1st half 2nd half	2,81,496 2,52,490	6,03,751 5,80,092	2,22,476 1,11,017	33,963 34,310	1,07,826 75,953
2	Madras	{ 1st half 2nd half	53,592 60,593	1,41,592 1,45,246	1,54,517 2,06,658	10,290 9,950	14,870 16,141
3	Great Indian Peninsula	{ 1st half 2nd half	1,74,776 1,76,435	9,17,169 7,20,435	13,11,639 9,15,656	74,625 70,491	1,23,435 98,950
4	Bombay, Baroda and Cen- tral India	{ 1st half 2nd half	45,930 1,64,86	1,92,622 1,77,721	4,19,659 2,85,385	17,229 17,449	24,999 23,907
5	Sind, Punjab and Delhi	{ 1st half 2nd half	82,071 85,102	2,04,518 2,10,692	5,57,027 4,53,934	21,505 19,706	46,841 36,258
6	Oudh and Rohilkhand	{ 1st half 2nd half	59,957 61,134	73,489 71,558	1,86,214 1,69,856	5,662 7,273	20,115 16,965
7	Bengal Central	{ 1st half 2nd half				450 258	.
8	Travancore	{ 1st half 2nd half					Worked by the
9	Punjab Northern	{ 1st half 2nd half	39,750 39,912	1,14,635 57,452	2,31,456 1,72,115	9,180 9,116	17,574 15,550
10	Indus Valley	{ 1st half 2nd half	77,123 55,191	1,93,116 1,01,652	3,48,509 3,50,611	20,672 17,851	21,687 21,822
11	Eastern Bengal	{ 1st half 2nd half	25,701 1,19,55	92,501 1,13,011	1,15,366 1,07,002	11,756 10,497	18,303 22,073
12	Sindh	{ 1st half 2nd half					Worked by the
13	Dhond Mammal	{ 1st half 2nd half			..	Worked by	the Great Indian
14	Wardha Coal	{ 1st half 2nd half	3,205 3,559	4,154 3,590	5,143 4,460	500 516	1,232 759
15	Patna-Gaya	{ 1st half 2nd half					
16	Dildgaon to Ghazipur	{ 1st half 2nd half			..		Worked by the
17	Amritsar-Pathankot	{ 1st half 2nd half	..			..	..
18	Bhopal-Itarsi	{ 1st half 2nd half					
19	Khamgaon	{ 1st half 2nd half	..		..	Worked by the	Great Indian
20	Amritsar	{ 1st half 2nd half					
21	His Highness the Nizam's	{ 1st half 2nd half	6,584 7,414	21,442 24,905	23,307 24,173	3,312 2,407	2,212 2,481
22	Rajpura-Pathala	{ 1st half 2nd half			..		Worked by the Smd
	TOTAL BROAD GAUGE car- ried over.	{ 1st half 2nd half	8,54,507 8,82,254	25,39,899 23,21,436	37,04,733 29,90,906	2,12,243 1,99,884	3,99,094 3,30,899

A—continued
RAILWAYS—(PART I) —continued
VII.

LOCOMOTIVE EXPENSES

Revenue Accounts]

Half-years ended 31st June and 31st December 1887

Maintenance and renewal of Locomotive Engines and Machinery	Other Charges	TOTAL	Deductions	NET TOTAL	1st half	2nd half	RAILWAYS	No.
R	R	R	R	R				
							Broad Gauge	
8,81,015 9,13,323	3,09,106 2,62,210	24,40,533 23,60,305	8,81,015 1,91,547	23,50,713 21,68,758	1st half 2nd half		1st Indian	1
2,12,444 2,01,034	46,297 51,239	7,61,702 7,80,591		7,64,202 7,81,591	1st half 2nd half		Madras	2
7,46,819 6,80,187	5,07,455 4,47,394	38,55,015 31,15,551		38,55,015 31,15,551	1st half 2nd half		Great Indian Peninsula	3
1,66,099 1,09,807	1,19,399 84,813	9,86,867 7,45,625		9,86,867 7,45,625	1st half 2nd half		Bombay, Baroda and Central India	4
4,25,008 3,14,611	1,29,373 91,189	11,67,243 12,01,492	43,516 40,191	14,23,727 11,61,301	1st half 2nd half		Sind Punjab and Delhi	5
67,248 60,025	41,794 46,517	4,57,479 4,42,355		4,57,479 4,42,358	1st half 2nd half		Oudh and Rohilkhand	6
	37,420 33,216	37,570 33,504		37,570 33,504	1st half 2nd half		Bengal Central	7
East Indian Railway				14,164 11,071	1st half 2nd half		Railkeshwar	8
93,837 70,079	16,403 11,971	5,11,835 4,05,975	...	5,11,835 4,05,975	1st half 2nd half		Punjab Northern	9
1,61,066 1,44,392	90,492 50,650	9,13,985 9,51,168		9,13,985 9,05,168	1st half 2nd half		Indus Valley	10
1,03,002 67,760	22,391 23,620	3,82,409 3,61,550	83,791 38,216	2,95,618 3,23,364	1st half 2nd half		Eastern Bengal	11
East Indian Railway				21,204 17,889	1st half 2nd half		Sindia	12
Peninsula Railway					1st half 2nd half		Dhond-Manmad	13
8,059 12,691	42	23,115 27,617		23,305 25,617	1st half 2nd half		Wardha Coal	14
East Indian Railway				76,177 25,346	1st half 2nd half		Patna-Gy	15
				2,746 1,879	1st half 2nd half		Dildarnagar Ghazipur	16
				31,615 31,022	1st half 2nd half		Amritsar-Pathankot	17
					1st half 2nd half		Bhopal-Itanagar	18
Peninsula Railway			...	...	1st half 2nd half		Khimgaon	19
					1st half 2nd half		Amraoti	20
9,042 10,765	2,653 5,372	67,350 77,700		63,550 77,570	1st half 2nd half		His Highness the Nizam's	21
Punjab and Delhi Railway				5,580 8,911	1st half 2nd half		Rajpura Patiala	22
28,76,939 25,91,677	13,22,783 11,38,233	1,19,10,198 1,04,55,289	2,17,117 2,69,954	1,18,00,027 1,02,81,413	1st half 2nd half		TOTAL BROAD GAUGE carried over	

APPENDIX
STATISTICS OF INDIAN
No. VII
DETAIL OF LOCOMO

Half-years ended 30th June and 31st December 1885

[From Abstract B of

No	RAILWAYS	1885	General Superintendence	Wages of Drivers and Firemen fuel- ling, cleaning Engines, &c	Fuel	Water	Oil, Tallow, and other Stores
	Brought forward BROAD GAUGE	1st half 2nd half	R 8,54,507 8,82,254	R 25,39,899 23,21,436	R 37,04,733 29,90,906	R 2,12,243 1,99,581	R 3,99,094 3,30,899
	<i>Narrow Gauge</i>						
23	South Indian	1st half 2nd half	33,346 36,714	91,584 92,405	1,71,079 1,75,984	7,871 8,447	11,121 12,414
24	Southern Mahattra	1st half 2nd half	7,250 14,021	14,367 26,440	46,120 86,126	3,375 4,539	2,187 3,825
25	Bengal and North-Western	1st half 2nd half	4,325 7,170	37,223 39,664	48,122 43,465	2,427 2,774	8,997 5,690
26	Deoghur .	1st half 2nd half	..	..	..	..	..
27	Assam	1st half 2nd half	7,015 5,808	13,572 14,023	2,499 6,507	770 1,378	.. 2,166
28	Darjeeling-Himalayan	1st half 2nd half	1,202 1,563	8,989 7,958	15,340 15,469	664 727	1,808 1,804
29	Rohilkhand-Kumaun	1st half 2nd half	3,467 3,023	5,378 4,630	2,201 4,253	487 502	1,000 664
30	Lahitón-Duyinzak	1st half 2nd half	..	1,434 ..	1,270	..	720 ..
31	Rajputana-Malwa	1st half 2nd half	1,22,850 1,31,599	3,82,911 3,78,745	9,16,570 8,12,725	45,122 43,440	46,281 44,978
32	Nalhati	1st half 2nd half	838 923	755 680	1,191 1,371	170 163	219 280
33	Northan Bengal	1st half 2nd half	13,203 11,902	13,404 39,365	57,989 53,804	4,292 2,815	7,698 8,293
34	Kanun-Dhullu	1st half 2nd half	1,136 1,012	1,337 1,333	2,506 2,371	407 471	251 255
35	Lirhoot .	1st half 2nd half	11,544 12,435	31,685 28,922	33,268 25,470	3,212 2,695	6,390 5,512
36	Dacca	1st half 2nd half	853 5,905	4,623 6,361	1,635 6,011	220 714	1,029 1,017
37	Cawnpore-Achneta .	1st half 2nd half	16,091 21,496	19,129 14,009	60,872 45,051	2,921 3,380	6,554 3,906
38	Bareilly-Pilibheet .	1st half 2nd half	1,475 1,249	2,242 1,893	893 1,678	200 207	406 272
39	Nágpur-Chhattisgarh	1st half 2nd half	18,928 17,943	29,237 16,667	48,117 24,896	2,619 2,380	7,812 5,784
40	Burma . . .	1st half 2nd half	23,860 23,732	46,262 45,306	68,195 65,319	5,438 6,350	8,341 7,912
41	Jorhat . . .	1st half 2nd half	672 1,486	1,126 1,569	1,577 3,752	227 251	103 269
42	Bhávnagar-Gondal .	1st half 2nd half	9,224 9,354	25,561 19,531	41,437 26,403	1,931 1,438	3,188 2,070
43	His Highness the Gaekwar's	1st half 2nd half	456 456	2,702 2,231	7,883 4,486	971 938	663 370
44	Jodhpore . . .	1st half 2nd half	478 508	1,077 1,142	9,465 7,694	529 802	736 698
45	Mysore . . .	1st half 2nd half	3,814 3,907	8,612 8,776	13,977 16,280	1,248 1,431	1,917 2,417
	TOTAL NARROW GAUGE .	1st half 2nd half	2,82,207 3,15,206	7,73,210 7,53,650	15,58,206 14,29,115	85,101 85,854	1,17,481 1,10,596
	TOTAL BROAD AND NAR- ROW GAUGE FOR THE YEAR.	...	23,34,174	63,88,195	96,82,960	5,83,082	9,58,070

A—continued

RAILWAYS—(PART I)—continued

—concluded.

TIVE EXPENSES—concluded

Revenue Accounts.]

Half-years ended 30th June and 31st December 1895

Maintenance and renewal of Locomotive Engines and Machinery	Other Charges	Total	Deductions	NET TOTAL	1895	RAILWAYS	No
R	R	R	R	R			
28,76,939	13,22,783	1,19,10,108	2,17,117	1,18,00,927	1st half	Brought forward BROAD GAUGE	
25,91,077	11,38,233	1,04,55,259	2,09,954	1,02,81,413	2nd half		
1,00,818	47,147	4,65,966	7,310	4,58,656	1st half	Narrow Gauge	
1,00,337	55,085	4,81,989	10,535	4,71,451	2nd half		23
6013	266	79,578		79,578	1st half	Southern Indian	
6,318	8,604	1,49,953		1,49,953	2nd half		24
6,323	8,896	1,16,313		1,16,313	1st half	Southern Mahratta	
10,590	9,265	1,18,624		1,18,624	2nd half		25
		2,350		2,350	1st half	Bengal and North-Western	
		2,067		2,067	2nd half		26
6,900	8	23,856		23,856	1st half	Deoghur	
		36,790	256	36,534	2nd half		27
9,046	5,015	41,154		41,154	1st half	Assam	
7,259	5,129	39,909		39,909	2nd half		28
1,330	1	13,864		13,864	1st half	Darjeeling-Himalayan	
1,052	15	14,169		14,169	2nd half		29
		3,424		3,424	1st half	Rohilkhand-Kumaun	
					2nd half		30
2,72,589	1,80,850	19,67,173		19,67,173	1st half	Thaton-Duyinzaik	
2,62,102	1,33,974	18,07,563		18,07,563	2nd half		31
1,674		4,847		4,847	1st half	Rajputana-Malwa	
1,445		4,862		4,862	2nd half		32
23,372	18,339	1,68,387		1,68,387	1st half	Nalhati	
18,287	8,650	1,46,116		1,46,116	2nd half		33
1,656	159	7,482		7,482	1st half	Northern Bengal	
1,731	31	7,204		7,204	2nd half		34
17,003	3,364	1,06,466		1,06,466	1st half	Kaunia-Dharla	
13,245	5,004	93,283		93,283	2nd half		35
370		11,736		11,736	1st half	Tirhoot	
582	258	20,848		20,848	2nd half		36
33,587	7,814	1,46,968		1,46,968	1st half	Dacca	
11,049	3,241	1,02,741		1,02,741	2nd half		37
560		5,776		5,776	1st half	Cawnpore-Achnera	
449	5	5,753		5,753	2nd half		38
25,910	10,527	1,43,150		1,43,150	1st half	Barilly-Pilibhett	
45,028	4,912	1,19,610		1,19,610	2nd half		39
50,789	3,372	2,06,257		2,06,257	1st half	Nagpur-Chhattisgarh	
56,478	3,808	2,08,905		2,08,905	2nd half		40
159		3,864		3,864	1st half	Burma	
584	34	7,945		7,945	2nd half		41
9,500	1,776	92,617		92,617	1st half	Jorhat	
8,093	1,345	68,834		68,834	2nd half		42
2,980	512	16,167		16,167	1st half	Bhavnagar-Gondal	
3,742	369	12,592		12,592	2nd half		43
928	71	13,284		13,284	1st half	His Highness the Gaekwar's	
914		11,758		11,758	2nd half		44
5,416	1,765	36,779		36,779	1st half	Jodhpore	
8,727	1,910	43,451		43,451	2nd half		45
5,69,029	2,89,874	36,77,458	7,310	36,70,148	1st half	TOTAL NARROW GAUGE.	
5,66,228	2,42,250	35,04,966	10,794	34,94,172	2nd half		
65,03,873	29,93,140	2,95,47,911	5,05,175	2,92,46,660		TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	

APPENDIX
STATISTICS OF INDIAN
No.

DETAIL OF CARRIAGE

Half-years ended 30th June and 31st December 1885

[From Abstract C of

No	RAILWAYS	1885.	General Superintendence.	REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY.		Cleaning and Oiling.
				Coaching.	Goods	
			₹	₹	₹	₹
<i>Broad Gauge.</i>						
1	East Indian	{ 1st half 2nd half	72,470 70,426	1,19,957 1,58,579	6,09,714 5,16,491	42,889 31,466
2	Madras	{ 1st half 2nd half	20,024 15,767	1,40,879 62,141	93,150 87,341	27,424 27,924
3	Great Indian Peninsula	{ 1st half 2nd half	55,038 56,709	4,59,466 4,31,469	5,34,553 4,32,696	1,23,716 1,14,353
4	Bombay, Baroda and Central India	{ 1st half 2nd half	20,074 22,874	79,225 56,567	2,26,995 2,29,472	25,956 21,344
5	Sind, Punjab and Delhi	{ 1st half 2nd half	21,415 21,754	1,71,976 1,54,934	3,78,407 3,21,320	53,712 46,531
6	Oudh and Rohilkhand	{ 1st half 2nd half	10,034 9,501	64,281 55,427	49,147 50,168	18,037 16,767
7	Bengal Central	{ 1st half 2nd half	......	......	....	......
8	Garakeshwar	{ 1st half 2nd half }	... ...	... ...	.. ..	Worked by the
9	Punjab Northern	{ 1st half 2nd half	7,147 7,507	20,981 15,007	51,731 45,868	14,414 12,807
10	Indus Valley	{ 1st half 2nd half	16,233 19,142	29,311 46,489	65,591 66,757	18,799 19,678
11	Eastern Bengal	{ 1st half 2nd half	16,481 17,286	58,756 57,509	64,561 42,805	17,544 19,843
12	Sindia	{ 1st half 2nd half }	... ...	.. ..	... ...	Worked by the
13	Dhond-Manmád	{ 1st half 2nd half }	... ...	... ...	Worked by the Great Indian	
14	Wardha Coal	{ 1st half 2nd half	2,708 3,061	500 63	4,102 7,088	2,751 2,294
15	Patna-Gya	{ 1st half 2nd half }	... ...	... ...	Worked by the	
16	Dildánagar-Ghāzipur	{ 1st half 2nd half }	... ...	... ...	Worked by the	
17	Amritsar-Patháńkot	{ 1st half 2nd half	...	......	......	......
18	Bhopal-Itáńsi	{ 1st half 2nd half }	... ...	... ...	Worked by the Great Indian	
19	Khámgaon	{ 1st half 2nd half }	... ...	... ...	Worked by the Great Indian	
20	Amráoti	{ 1st half 2nd half }	... ...	... ...	Worked by the Great Indian	
21	His Highness the Nizam's	{ 1st half 2nd half	3,126 2,136	10,822 8,287	8,697 23,441	3,170 2,987
22	Rájpura-Patíála	{ 1st half 2nd half }	... ...	... ...	... ...	Worked by the Sind,
TOTAL BROAD GAUGE carried over		{ 1st half 2nd half	2,44,750 2,46,163	11,56,154 10,46,772	20,86,648 18,23,447	3,48,412 3,15,994

A—continued.

RAILWAYS—(PART I)—continued.

VIII.

AND WAGON EXPENSES.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885

Other Charges.	TOTAL.	Deductions	NET TOTAL.	1885	RAILWAYS	No
₹	₹	₹	₹			
					<i>Broad Gauge</i>	
9,981 7,761	8,55,011 7,85,023	22,860 19,791	8,32,151 7,65,232	1st half 2nd half	East Indian	1
14,482 8,104	2,95,959 2,01,277	1,905	2,94,054 2,01,277	1st half 2nd half	Madras	2
1,07,906 96,035	12,80,679 11,31,262	5,616 6,508	12,75,063 11,24,754	1st half 2nd half	Great Indian Peninsula	3
25,204 28,225	3,77,454 3,58,482		3,77,454 3,58,482	1st half 2nd half	Bombay, Baroda and Central India	4
36,156 23,225	6,61,666 5,67,764	8,923 7,556	6,52,743 5,60,228	1st half 2nd half	Sind, Punjab and Delhi	5
5,387 4,025	1,46,886 1,35,888	...	1,46,886 1,35,888	1st half 2nd half	Oudh and Rohilkhand	6
...	...	.	16,602 13,217	1st half 2nd half	Bengal Central	7
East Indian Railway		.	5,111 3,896	1st half 2nd half	Tarakeshwar	8
633 667	94,906 81,856	.	94,906 81,856	1st half 2nd half	Punjab Northern	9
7,311 4,899	1,37,245 1,56,965	...	1,37,245 1,56,965	1st half 2nd half	Indus Valley	10
3,519 6,055	1,60,861 1,43,498	28,374 14,951	1,32,487 1,28,547	1st half 2nd half	Eastern Bengal	11
East Indian Railway	...	.	7,520 6,305	1st half 2nd half	Sindia	12
Peninsula Railway		.	...	1st half 2nd half	Dhond-Manmad	13
17	10,078 12,506		10,078 12,506	1st half 2nd half	Wardha Coal	14
East Indian Railway	..	..	9,258 8,934	1st half 2nd half	Patna-Gya	15
...	...	.	971 655	1st half 2nd half	Dildainagar-Ghazipur	16
...	..	...	6,275 4,787	1st half 2nd half	Amritsar-Pathankot	17
Peninsula Railway	...	...	...	1st half 2nd half	Bhopal-Itarsi	18
			...	1st half 2nd half	Khamgaon	19
			...	1st half 2nd half	Amratoti	20
188 39	26,003 36,890	...	26,003 36,890	1st half 2nd half	His Highness the Nizam's	21
Punjab and Delhi Railway		..	2,647 2,749	1st half 2nd half	Rajputa-Pathala	22
2,10,784 1,79,035	40,46,748 36,11,411	67,678 48,786	40,27,454 36,03,168	1st half 2nd half	TOTAL BROAD GAUGE carried over.	

APPENDIX
STATISTICS OF INDIAN
No. VIII

DETAIL OF CARRIAGE AND

Half-years ended 30th June and 31st December 1885.

[From Abstract C of

No.	RAILWAYS.	1885.	General Superintendence.	REPAIRS AND RENEWALS OF VEHICLES AND MACHINERY.		Cleaning and Oiling.
				Coaching.	Goods.	
	Brought forward BROAD GAUGE	{ 1st half 2nd half	R 2,44,750 2,46,163	R 11,56,154 10,46,772	R 20,86,648 18,23,447	R 3,48,412 3,15,994
	<i>Narrow Gauge.</i>					
23	South Indian	{ 1st half 2nd half	12,766 11,574	44,524 59,110	73,843 88,753	9,913 10,087
24	Southern Mahratta	{ 1st half 2nd half	588 3,482	2,924 4,564	1,562 3,145	3,190 4,276
25	Bengal and North-Western	{ 1st half 2nd half	1,977 3,481	1,867 2,487	1,397 3,217	4,144 4,124
26	Deoghur	{ 1st half 2nd half	......	......	......	......
27	Assam	{ 1st half 2nd half	2,751 1,850	8 648	22 1,033	378 3,237
28	Darjeeling-Himalayan	{ 1st half 2nd half	1,126 1,505	3,735 3,239	6,776 7,020	1,850 1,573
29	Rohilkhand-Kumaun	{ 1st half 2nd half	554 748	151 232	237 240	584 529
30	Thatón-Duyinzaik	{ 1st half 2nd half	... ...	(a) 520 ...	... ...	576 ...
31	Rajputana-Malwa	{ 1st half 2nd half	30,932 37,848	1,02,599 1,02,725	85,952 80,246	54,564 53,377
32	Nalhāti	{ 1st half 2nd half	420 448	357 316	626 113	182 178
33	Northern Bengal	{ 1st half 2nd half	6,531 7,388	8,057 6,053	5,513 7,762	6,337 6,633
34	Kaunia-Dharlla	{ 1st half 2nd half	572 504	1,375 404	392 273	492 401
35	Tirhoot	{ 1st half 2nd half	4,119 4,436	7,690 6,659	13,684 6,871	7,420 4,953
36	Dacca	{ 1st half 2nd half	370 2,944	... 56	9 87	342 1,278
37	Cawnpore-Achnera	{ 1st half 2nd half	2,846 4,866	6,263 4,721	4,359 2,994	5,544 4,147
38	Bareilly-Pilibheet	{ 1st half 2nd half	228 310	59 94	97 100	240 217
39	Nágpur-Chhattísgarh	{ 1st half 2nd half	5,028 4,869	9,886 6,839	16,421 12,846	4,096 4,124
40	Burma	{ 1st half 2nd half	4,837 5,767	10,327 13,902	15,815 18,538	9,363 8,536
41	Jorhát	{ 1st half 2nd half	168 373	... ...	98 24	23 72
42	Bhánagar-Gondal	{ 1st half 2nd half	3,075 3,118	2,519 3,374	3,485 3,220	2,299 2,234
43	His Highness the Gaekwar's	{ 1st half 2nd half	152 152	198 691	1,190 1,523	609 583
44	Jodhpore	{ 1st half 2nd half	88 80	29 97	5 20	147 240
45	Mysore	{ 1st half 2nd half	3,813 3,907	1,852 1,194	883 1,039	1,290 1,671
	TOTAL NARROW GAUGE	{ 1st half 2nd half	82,941 99,650	2,04,440 2,17,405	2,32,366 2,39,064	1,13,583 1,12,470
	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.		6,73,594	26,24,771	43,81,523	8,90,459

(a) Includes cost of goods vehicles.

A—continued.

RAILWAYS —(PART I) —continued.

—concluded.

WAGON EXPENSES —concluded.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

Other Charges.	TOTAL.	Deductions.	NET TOTAL.	1885.	RAILWAYS.	No.
<i>R</i> 2,10,784 1,79,035	<i>R</i> 40,46,748 36,11,411	<i>R</i> 67,678 48,786	<i>R</i> 40,27,454 36,03,168	1st half 2nd half	Brought forward BROAD GAUGE.	
					<i>Narrow Gauge.</i>	
15,417 9,993	1,56,463 1,79,517	223 1,190	1,56,240 1,78,327	1st half 2nd half	South Indian	23
23 448	8,287 15,915	... ...	8,287 15,915	1st half 2nd half	Southern Mahratta	24
3 38	9,388 13,347	... ...	9,388 13,347	1st half 2nd half	Bengal and North-Western	25
... ...	220 205	... ...	220 205	1st half 2nd half	Deoghur	26
... ...	3,159 6,768	... 91	3,159 6,677	1st half 2nd half	Assam	27
34 ...	13,521 13,337	... ...	13,521 13,337	1st half 2nd half	Darjeeling-Himalayan	28
... ...	1,526 1,749	... ...	1,526 1,749	1st half 2nd half	Rohilkhand Kumaun	29
... ...	1,096 ...	... ...	1,096 ...	1st half 2nd half	Thatón-Duyinzaik	30
21,081 —3,135	2,95,128 2,71,061	... ...	2,95,128 2,71,061	1st half 2nd half	Rajputana-Malwa	31
... ...	1,585 1,055	... ...	1,585 1,055	1st half 2nd half	Nalhāti	32
1,134 366	27,572 28,202	... ...	27,572 28,202	1st half 2nd half	Northern Bengal	33
9 93	2,840 1,675	... ...	2,840 1,675	1st half 2nd half	Kaunia-Dharila	34
—8,234 773	24,679 23,692	... ...	24,679 23,692	1st half 2nd half	Tirhoot	35
... 3	721 4,368	... ...	721 4,368	1st half 2nd half	Dacca	36
5,665 2,921	24,677 19,649	... ...	24,677 19,649	1st half 2nd half	Cawnpore-Achnera	37
... ...	624 721	... ...	624 721	1st half 2nd half	Bareilly-Pilibheet	38
2,295 606	37,226 29,284	... ...	37,226 29,284	1st half 2nd half	Nágpur-Chhattísgarh	39
1,337 1,137	41,679 47,880	... ...	41,679 47,880	1st half 2nd half	Burma	40
... ...	289 469	... ...	289 469	1st half 2nd half	Jorhát	41
120 4,835	11,498 16,781	... ...	11,498 16,781	1st half 2nd half	Bhávnagar-Gondal	42
... ...	2,149 2,949	... ...	2,149 2,949	1st half 2nd half	His Highness the Gaekwar's	43
... ...	269 437	... ...	269 437	1st half 2nd half	Jodhpore	44
... ...	7,838 7,811	... ...	7,838 7,811	1st half 2nd half	Mysore	45
38,884 18,078	6,72,434 6,86,872	223 1,281	6,72,211 6,85,591	1st half 2nd half	TOTAL NARROW GAUGE.	
4,46,781	99,17,465	1,17,968	89,88,424	...	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	

APPENDIX
STATISTICS OF INDIAN
No.

DETAIL OF

Half-years ended 30th June and 31st December 1885

[From Abstract D of

No	RAILWAYS	1885.	General Superintend- ence.	Station Staff	Train Staff	Fuel, Lighting and General Stores	Clothing.	Printing, Stationery, and Tickets.	Charges for delivery and collection of goods
			R	R	R	R	R	R	R
<i>Broad Gauge</i>									
1	East Indian	{ 1st half 2nd half	1,98,917 1,99,513	8,24,018 8,14,010	2,85,310 2,76,485	89,433 70,132	16,164 13,819	56,717 80,372	360 360
2	Madras	{ 1st half 2nd half	55,863 56,041	1,78,306 1,78,184	41,144 41,261	46,043 55,464	3,868 3,031	25,302 25,879	861 875
3	Great Indian Peninsula	{ 1st half 2nd half	1,23,422 1,23,144	5,46,175 5,02,723	3,71,572 3,02,121	1,41,509 1,04,433	5,836 28,225	59,051 52,322	4,184 2,684
4	Bombay, Baroda and Central India	{ 1st half 2nd half	49,817 47,555	2,16,369 2,04,858	37,518 34,485	35,416 43,749	6,851 5,894	21,721 21,045	3,555 2,203
5	Sind, Punjab and Delhi.	{ 1st half 2nd half	70,908 76,494	2,51,733 2,60,405	95,646 93,309	65,754 51,743	6,280 6,941	43,378 40,358	1,647 1,070
6	Oudh and Rohilkhand	{ 1st half 2nd half	37,095 37,343	1,33,417 1,31,630	32,831 34,059	21,425 18,586	3,791 4,390	14,445 15,060	
7	Bengal Central	{ 1st half 2nd half	644 390	5 921	..	.	.	..	.
8	Varanasi	{ 1st half 2nd half		.	..	...	.	Worked by the	
9	Punjab Northern	{ 1st half 2nd half	35,298 37,342	80,021 79,077	33,879 28,094	20,447 14,923	2,500 3,505	4,828 6,123	..
10	Indus Valley	{ 1st half 2nd half	51,686 57,432	1,32,264 1,40,127	52,014 55,109	33,475 27,201	3,290 3,464	3,752 5,841	...
11	Eastern Bengal	{ 1st half 2nd half	42,479 38,829	2,11,979 2,26,739	38,041 38,896	36,639 28,457	2,052 6,107	15,778 12,045	3,812 3,121
12	Sindia	{ 1st half 2nd half					..	Worked by the	
13	Dhond-Manmad	{ 1st half 2nd half		.				Worked by the Great Indian	
14	Wardha Coal	{ 1st half 2nd half		5,023 5,557	2,016 1,806	1,346 1,536	496 90	97 107	
15	Patna-Gya	{ 1st half 2nd half		.	...			Worked by the	
16	Dildarnagar-Ghazipur	{ 1st half 2nd half		.	...			Worked by the	
17	Amritsar-Pathankot	{ 1st half 2nd half	...	.	..			Worked by the Sind, Punjab	
18	Bhopal-Itarsi	{ 1st half 2nd half		.	...			Worked by the Great Indian	
19	Khamgaon	{ 1st half 2nd half	...	.	...	.		Worked by the Great Indian	
20	Amratol	{ 1st half 2nd half						Worked by the Sind,	
21	His Highness the Nizam's	{ 1st half 2nd half	7,975 11,664	19,612 19,649	6,994 8,121	7,143 5,433	120 76	2,253 3,421	..
22	Rajpura-Patiala	{ 1st half 2nd half	...	...	..		...	Worked by the Sind,	
TOTAL BROAD GAUGE		{ 1st half 2nd half	6,74,104 6,85,747	25,98,922 25,63,880	9,97,865 9,13,748	4,98,630 4,21,657	51,248 75,542	2,47,322 2,62,593	14,419 10,313

A—continued

RAILWAYS—(PART I)—continued.

IX.

TRAFFIC EXPENSES.

Revenue Accounts]

Half-years ended 30th June and 31st December 188

Miscellaneous Expenses	Payments to other lines for expenses at joint stations.	Other Charges	TOTAL	Deductions	NET TOTAL	1885.	RAILWAYS.	No
R	R	R	R	R	R			
20,487		2,396	14,07,802	40,530	14,53,263	1st half	Broad Gauge.	
20,742	.	2,370	14,77,803	37,571	14,40,232	2nd half		
3,591		5,553	3,60,531	831	3,50,700	1st half	East Indian	1
4,409	...	6,665	3,71,809	303	3,71,446	2nd half		
6,972	22,030	19,057	12,00,808	150	12,00,658	1st half	Madras	2
6,363	23,079	19,196	11,64,890	...	11,64,890	2nd half		
1,060		352	3,72,679		3,72,679	1st half	Great Indian Peninsula	3
1,060	...	466	3,61,335		3,61,335	2nd half		
2,480	9,097	10,961	5,57,881	22,132	5,35,752	1st half	Bombay, Baroda and Central India	4
2,282	13,557	7,009	5,53,168	20,821	5,32,347	2nd half		
63	9,220	1,609	2,53,896		2,53,896	1st half	Sind, Punjab and Delhi	5
90	5,992	1,061	2,48,251		2,48,251	2nd half		
	39,817	2,150	42,616		42,616	1st half	Oudh and Rohilkhand	6
109	33,669	412	(a) 35,530		(a) 35,530	2nd half		
East Indian Railway		...			8,041	1st half	Bengal Central	7
					7,331	2nd half		
2,145	20,778	14,367	2,14,263	..	2,14,263	1st half	Tarakeshwar	8
809	16,941	15,261	2,02,075	...	2,02,075	2nd half		
2,151	7,933	1,422	2,87,987	...	2,87,987	1st half	Punjab Northern	9
1,137	7,828	1,332	2,99,171	..	2,99,471	2nd half		
6,942		759	3,50,381	41,637	3,17,744	1st half	Indus Valley	10
2,346	...	6,894	3,03,431	35,771	3,27,663	2nd half		
East Indian Railway				...	13,150	1st half	Eastern Bengal	11
					11,860	2nd half		
Peninsula Railway		..				1st half	Sindia	12
						2nd half		
270	2,668	4	11,920		11,920	1st half	Dhond-Manmád	13
333	2,711		12,142	...	12,142	2nd half		
East Indian Railway		...		...	16,188	1st half	Wardha Coal	14
					10,832	2nd half		
and Delhi Railway		..			1,698	1st half	Patna-Gya	15
					1,235	2nd half		
Peninsula Railway					18,188	1st half	Dildárnagar-Gházípur	16
					16,591	2nd half		
Punjab and Delhi Railway		...				1st half	Amritsar-Pathámkot	17
						2nd half		
Peninsula Railway						1st half	Bhopal-Itársi	18
						2nd half		
Punjab and Delhi Railway		...				1st half	Khámgaon	19
						2nd half		
683	4,033	98	48,911	...	48,911	1st half	Amraoti	20
684	3,972		53,020	...	53,020	2nd half		
Punjab and Delhi Railway		...				1st half	His Highness the Nizam's	21
						2nd half		
Punjab and Delhi Railway		...				1st half	Rájpura-Patáála	22
						2nd half		
46,864	1,15,576	58,728	53,03,678	1,05,289	52,60,499	1st half	TOTAL BROAD GAUGE carried over.	
40,384	1,08,369	60,686	51,42,928	94,526	51,06,368	2nd half		

(a) Includes Rs. being the difference between the amount shown in Table No. VIII and that given in Abstract D of the Revenue Account.

APPENDIX STATISTICS OF INDIAN No.

DETAIL OF
Half-years ended 30th June and 31st December 1885. [From Abstract D of

No.	RAILWAYS.	1885.	General Superintend- ence.	Station Staff.	Train Staff.	Fuel, Lighting and General Stores.	Clothing	Printing, Stationery, and Tickets.	Charges for delivery and collection of goods.
	Brought forward BROAD GAUGE.	1st half 2nd half	R 6,74,104 6,85,747	R 25,98,922 25,63,880	R 9,97,865 9,13,748	R 4,98,630 4,21,657	R 51,248 75,542	R 2,47,322 2,62,593	R 14,419 10,313
	<i>Narrow Gauge.</i>								
23	South Indian	1st half 2nd half	28,460 32,076	1,02,787 1,01,916	21,374 21,458	15,873 17,422	3,114 2,587	18,283 19,472	9 35
24	Southern Mahratta	1st half 2nd half	15,855 18,867	14,747 23,452	4,682 7,529	1,717 7,912	1,715 1,148	4,845 10,951	......
25	Bengal and North-West- ern.	1st half 2nd half	9,030 9,423	19,892 25,455	6,595 8,002	2,425 5,371	—14 2,396	6,748 12,281	6,389 18,743
26	Deoghur	1st half 2nd half	......	......	......	......	......	......	......
27	Assam	1st half 2nd half	1,769 3,048	8,109 6,914	2,379 1,978	2,254 614	... ...	1,765 1,628	......
28	Darjeeling-Himalayan	1st half 2nd half	3,433 3,485	11,363 10,718	2,023 2,080	2,322 2,089	... ...	1,435 881	......
29	Rohilkhand-Kumaun	1st half 2nd half	4,229 4,446	6,955 6,834	1,610 1,418	872 894	... ...	3,792 2,422	2,692 7,726
30	Thaton-Duyinzaik	1st half 2nd half	... ...	5,287 ...	... ...	450...	......	......	......
31	Rajputana-Malwa	1st half 2nd half	1,04,317 98,670	3,27,703 3,00,030	99,510 90,927	72,975 56,505	21,481 18,260	20,272 34,764	......
32	Nalhâti	1st half 2nd half	807 159	1,496 2,001	372 378	163 599	40 44	63 165	......
33	Northern Bengal	1st half 2nd half	13,975 17,459	52,573 54,728	9,900 9,216	9,371 10,864	744 843	2,725 2,497	......
34	Kaunia-Dharlla	1st half 2nd half	1,131 1,125	2,502 2,570	410 431	156 647	34 38	156 162	......
35	Tirhoot	1st half 2nd half	15,340 15,018	41,722 44,922	12,293 12,791	7,948 9,324	557 610	2,268 2,840	......
36	Dacca	1st half 2nd half	2,108 5,521	2,842 14,452	615 2,561	267 1,123	... 176	470 392	......
37	Cawnpore-Achnera	1st half 2nd half	17,465 17,453	30,936 27,515	7,990 6,900	6,811 7,735	1,999 1,731	8,591 8,520	... 8
38	Bareilly-Pilibheet	1st half 2nd half	1,769 1,838	2,819 2,797	651 580	330 381	... ...	1,744 1,007	......
39	Nâgpur-Chhattîsgarh	1st half 2nd half	11,148 10,442	23,863 20,045	7,336 6,040	5,827 6,017	649 252	1,393 1,387	......
40	Burma	1st half 2nd half	16,575 15,688	93,217 86,659	18,009 18,573	11,468 9,989	2,069 1,690	14,791 7,743	......
41	Jorhât	1st half 2nd half	1,396 660	3,499 6,053	157 179	27 80	... 20	—220 ...	301 ...
42	Bhâvnagar-Gondal	1st half 2nd half	11,408 11,964	29,412 21,345	4,564 3,717	7,736 5,009	567 955	5,911 5,207	......
43	His Highness the Gaek- war's.	1st half 2nd half	608 608	4,487 3,983	702 599	382 304	111 99	410 551	......
44	Jodhpore	1st half 2nd half	1,411 1,589	2,038 2,169	114 73	98 365	... ...	1,293 813	......
45	Mysore	1st half 2nd half	3,280 3,174	8,098 8,953	2,158 2,392	1,104 1,162	300 100	292 271	......
	TOTAL NARROW GAUGE.	1st half 2nd half	2,65,514 2,72,713	7,96,347 7,73,511	2,03,444 1,97,822	1,50,666 1,44,406	33,366 30,949	97,027 1,13,954	9,391 26,512
	TOTAL BROAD AND NAR- ROW GAUGE FOR THE YEAR.		18,98,078	67,32,660	26,12,570	12,15,359	1,91,105	7,26,896	60,635

A—continued.

RAILWAYS—(PART I)—continued.

IX—concluded.

TRAFFIC EXPENSES—concluded.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

Miscellaneous expenses.	Payments to other lines for expenses at joint Stations.	Other Charges.	TOTAL.	Deductions.	NET TOTAL.	1885.	RAILWAYS.	No.
R 46,864 40,384	R 1,15,576 1,08,369	R 58,728 60,686	R 53,03,678 51,42,928	R 1,05,289 94,526	R 52,60,409 51,06,368	1st half 2nd half	Brought forward BROAD GAUGE.	
1,874 1,915	7,800 ...	... 9,514	1,99,574 2,06,395	49 692	1,90,525 2,05,703	1st half 2nd half	Narrow Gauge. } South Indian . . .	23
524 1,548	2,165 1,985	119 484	46,369 73,876	... ...	46,369 73,876	1st half 2nd half	} Southern Mahratta . . .	24
978 953	... ...	595 49	52,638 82,673	... ...	52,638 82,673	1st half 2nd half	} Bengal and North-Western	25
... ...	... ...	... ...	2,106 2,150	... ...	2,106 2,150	1st half 2nd half	} Deoghur . . .	26
1,400 315	... ...	... ...	17,676 14,497	454 265	17,222 14,232	1st half 2nd half	} Assam . . .	27
95 154	... ...	(a) 1,744 (a) 678	22,415 20,085	... ...	22,415 20,085	1st half 2nd half	} Darjeeling-Himalayan . .	28
286 284	938 994	58 108	21,432 25,126	... ...	21,432 25,126	1st half 2nd half	} Rohilkhand-Kumaun . . .	29
... ...	... ...	... ...	5,737 ...	... ...	5,737 ...	1st half 2nd half	} Thaton-Duyinzaik . . .	30
5,013 4,370	9,655 9,257	4,562 2,497	6,65,488 6,15,280	... ...	6,65,488 6,15,280	1st half 2nd half	} Rajputana-Malwa . . .	31
11 2	797 821	24 55	3,773 4,224	... ...	3,773 4,224	1st half 2nd half	} Nalhāti . . .	32
845 1,092	... ...	287 222	90,420 96,921	... ...	90,420 96,921	1st half 2nd half	} Northern Bengal . . .	33
184 116	... ...	2 2	4,575 5,091	... ...	4,575 5,091	1st half 2nd half	} Kaunia-Dharla . . .	34
472 569	... ...	60 84	80,660 86,158	... 134	80,660 86,024	1st half 2nd half	} Tirhoot . . .	35
40 261	... ...	... 24	6,342 24,510	... ...	6,342 24,510	1st half 2nd half	} Dacca . . .	36
491 648	3,250 4,856	203 213	77,736 75,579	32 31	77,704 75,548	1st half 2nd half	} Cawnpore-Achnera . . .	37
117 119	249 406	25 45	7,704 7,173	... ...	7,704 7,173	1st half 2nd half	} Bareilly-Pilibheet . . .	38
701 149	12,429 9,086	143 105	63,489 53,523	... ...	63,489 53,523	1st half 2nd half	} Nagpur-Chhattisgarh . .	39
4,296 2,622	... ...	139 7	1,60,564 1,42,971	... ...	1,60,564 1,42,971	1st half 2nd half	} Burma . . .	40
5 10	... ...	... ...	5,165 7,002	... ...	5,165 7,002	1st half 2nd half	} Jorhāt . . .	41
1,365 1,193	2,850 2,147	2,938 2,261	66,751 53,798	... ...	66,751 53,798	1st half 2nd half	} Bhavnagar-Gondal . . .	42
... ...	2,019 1,176	... ...	8,719 7,320	... ...	8,719 7,320	1st half 2nd half	} His Highness the Gaek-war's.	43
... I	... ...	... ...	4,954 5,010	... ...	4,954 5,010	1st half 2nd half	} Jodhpore . . .	44
367 336	2,500 1,000	47 36	18,236 17,424	... ...	18,236 17,424	1st half 2nd half	} Mysore . . .	45
19,064 16,657	44,652 31,728	10,946 16,384	16,32,523 16,26,786	535 1,122	16,31,988 16,25,664	1st half 2nd half	} TOTAL NARROW GAUGE.	
1,22,969	3,00,325	1,46,744	1,37,05,915	2,01,472	1,36,24,519	...	} TOTAL BROAD AND NARROW GAUGE FOR THE YEAR	

(a) Wages of police staff.

APPENDIX
STATISTICS OF INDIAN
No.

DETAIL OF

Half-years ended 30th June and 31st December 1885

[From Abstract E of

No	RAILWAYS	1885	Home Expnditure of General Administration	Agent's Office	Audit, Accounts and Pay Office	Stores Department	Medical Department	Rents and Miscellaneous	Police
			R	R	R	R	R	R	R
	<i>Broad Gauge</i>								
1	East Indian	{ 1st half 2nd half	81,217 72,550	(a) 1,15,621 (a) 1,35,852	1,96,556 1,95,858	82,463 78,241	54,743 65,087	65,894 82,967	60,544 59,422
2	Madras	{ 1st half 2nd half	36,944 36,092	21,614 21,146	67,880 68,750	11,100 11,475	15,482 16,268	9,603 9,074	18,419 17,493
3	Great Indian Peninsula	{ 1st half 2nd half	49,703 50,955	38,624 39,641	1,41,466 1,43,507	42,341 43,509	29,366 30,527	40,687 40,064	58,600 65,955
4	Bombay, Baroda and Central India.	{ 1st half 2nd half	76,882 (b) 7,944	35,760 20,465	66,399 67,903	38,168 38,076	12,656 15,530	16,397 16,887	30,738 27,093
5	Sind, Punjab and Delhi	{ 1st half 2nd half	43,714 60,160	28,967 35,684	92,645 92,690	33,115 33,505	13,675 13,792	25,510 28,602	30,114 33,821
6	Oudh and Rohilkhand	{ 1st half 2nd half	28,721 27,145	22,527 22,505	47,342 48,612	5,975 6,055	12,901 12,845	11,682 13,302	15,290 14,412
7	Bengal Central	{ 1st half 2nd half	25,449 21,573	4,997 5,837	7,828 3,300	795 500	895 681	3,290 2,293	...
8	Larkeshwar	{ 1st half 2nd half	...	..	..	..	..	Worked by the	
9	Punjab Northern	{ 1st half 2nd half	..	15,253 15,461	39,017 38,662	9,884 8,620	8,136 7,798	8,845 8,640	2,604 3,235
10	Indus Valley	{ 1st half 2nd half	4,718 ..	18,991 17,540	56,546 59,322	17,268 15,514	14,371 15,017	15,791 14,065	9,727 6,078
11	Eastern Bengal	{ 1st half 2nd half	310	26,983 25,700	42,204 43,005	5,405 7,193	7,460 6,285	24,006 19,183	..
12	Sindia	{ 1st half 2nd half	...	...	..	..	...	Worked by the	
13	Dhond-Munimud	{ 1st half 2nd half	...	..	..	...	Worked by the Great Indian		
14	Wardha Coal	{ 1st half 2nd half	..	12,356 12,454	6,555 5,274	1,268 2,812	1,387 1,606	2,765 2,487	86 324
15	Palna-Gya	{ 1st half 2nd half	..	...	..	..	..	Worked by the	
16	Dildarnagar-Ghazipur	{ 1st half 2nd half	..	...	..	..	..	Worked by the	
17	Amritsar-Pathankot	{ 1st half 2nd half	...	...	1,635..	...	...	..	..
18	Bhopal-Itarsi	{ 1st half 2nd half	..	2,280	815 ..	...	...	22..	...
19	Khamgaon	{ 1st half 2nd half	...	...	..	..	...	Worked by the Great	
20	Amratol	{ 1st half 2nd half	...	..	...	...	...	Worked by the Great	
21	His Highness the Nizam's	{ 1st half 2nd half	645 24,132	5,127 2,794	11,690 9,696	2,830 489	2,055 2,322	3,646 544	17 ..
22	Rajpura-Patiala	{ 1st half 2nd half	..	...	...	...	...	Worked by the Sind,	
	TOTAL BROAD GAUGE carried over.	{ 1st half 2nd half	3,48,303 3,00,551	3,48,900 3,54,959	7,75,943 7,78,294	2,50,612 2,46,019	1,73,127 1,87,758	2,28,138 2,38,128	2,76,139 2,30,433

(a) Includes Rs 90,000 due to Government Controlling Establishment.

(b) Credit of Rs 14,621 has been given on account of portion of unexpended balance of Home Establishment allowance in non-surplus half-years.

A—continued.

RAILWAYS—(PART I)—continued.

X.

GENERAL CHARGES

Revenue Accounts]

Half-years ended 30th June and 31st December 1885

Advertising	Electric Telegraph.	Other Charges	TOTAL	Deductions	NET TOTAL	1885	RAILWAYS.	No.
R	R	R	R	R	R			
							<i>Broad Gauge</i>	
1,921 1,481	2,13,906 2,07,574	11,701 10,559	8 84,566 9,09,591	61 955 48,447	8 22,611 8,61,144	1st half 2nd half	} East Indian	1
2,414 2,121	43,360 43 011	12,454 13,754	2,39,270 2,39,184	4 161 3,576	2,35,109 2,35 608	1st half 2nd half	} Madras	2
3,416 3,002	1,58,605 1,57,655	13,991 17,437	5,76,799 5,92,252	.	5,76,799 5,92,252	1st half 2nd half	} Great Indian Peninsula	3
261 1,780	44,653 48,001	15,347 6,705	3,37,261 2,50,984	...	3,37,261 2,50,984	1st half 2nd half	} Bombay, Baroda and Central India	4
5,038 3,371	81,223 80,087	9,096 15 939	3,63 007 3,97,651	14,775 16,196	3,48 322 3,81,455	1st half 2nd half	} Sind, Punjab and Delhi	5
646 550	47,032 48,004	10,606 10,091	2,02,722 2,04,127	.	2,02 722 2,04,127	1st half 2nd half	} Oudh and Rohilkhand	6
179 330	7,667 6,284	16,519 12,305	67,519 53,103	.	67,519 53,103	1st half 2nd half	} Bengal Central	7
First Indian Railway		...	...	...	5 120 4,445	1st half 2nd half	} Larikeshwar	8
180 310	34,734 31,163	1,305 976	1,19,258 1,14,705	...	1,19,258 1,14 705	1st half 2nd half	} Punjab Northern	9
331 346	43,377 44,359	966 126	1,82,086 1,74,417	.	1,82 086 1,74,417	1st half 2nd half	} Indus Valley	10
374 2,567	40 208 37,554	1,396 126	1,48,246 1,41,753	16 511 12,615	1,31,732 1,29 158	1st half 2nd half	} Eastern Bengal	11
Last Indian Railway		...	...	...	7,542 7,194	1st half 2nd half	} Sindh	12
Peninsula Railway		...	3 116 3,116	..	() 3 116 (c) 3,116	1st half 2nd half	} Dhond-Munmád	13
—34 126	2,454 2,193	24 1	26 861 27,279	.	26 861 27,279	1st half 2nd half	} Wardha Coal	14
East Indian Railway		...	...	..	9,285 10,193	1st half 2nd half	} Patna-Gyá	15
					974 746	1st half 2nd half	} Dildungrá Gházipur	16
Sind, Punjab and Delhi Railway		...	1,635	.	11,700 (d) 15,042	1st half 2nd half	} Amritsar-Pathankot	17
...	2,576	.	(c) 5,693	.	(c) 5,693	1st half	} Bhopal-Itarsi	18
...	..	.	(c) 3,598	.	(c) 3,598	2nd half		
Indian Peninsula Railway		...	(c) 43	...	.. (c) 43	1st half 2nd half	} Khumrion	19
Indian Peninsula Railway		..	(c) 43	.	.. (c) 43	1st half 2nd half	} Amáoti	20
111 64	7,215 7,034	... 6	33,336 47,081	..	33,336 47,081	1st half 2nd half	} His Highness the Nizam's	21
Punjab and Delhi Railway		.	785	...	3,075 (c) 3,574	1st half 2nd half	} Rájpura-Patiala	22
...	785	...		..	
15,137 16,076	7,27,010 7,14,304	93,405 88,025	31 89,830 31,61,347	97,405 80,834	31,30,127 31,19,289	1st half 2nd half	} TOTAL BROAD GAUGE carried over	

(b) State expenditure

(d) Includes Rs13,407, being the expenditure incurred by the Sind, Punjab and Delhi Railway for working the line. It is included in the detailed expenditure of the former but excluded from the total.

(a) Ditto 1889

ditto

ditto

ditto

ditto

ditto

19 A

APPENDIX STATISTICS OF INDIAN No.

DETAIL OF

Half-years ended 30th June and 31st December 1885

[From Abstract E of

No.	RAILWAYS	1885	Home Expenditure or General Administration	Agent's Office.	Audit, Accounts and Pay Office	Stores Department.	Medical Department	Rents and Miscellaneous	Police.
	Brought forward Broad Gauge.	1st half 2nd half	R 3,48,303 3,00,551	R 3,48,900 3,54,959	R 7,75,943 7,78,294	R 2,50,612 2,46,019	R 1,73,127 1,87,758	R 2,28,138 2,38,128	R 2,26,139 2,30,433
	Narrow Gauge.								
23	South Indian	1st half 2nd half	35,982 31,509	24,309 22,383	45,178 44,772	11,398 11,539	6,324 6,148	9,935 10,946	..
24	Southern Mahratta	1st half 2nd half	13,355 20,948	7,164 8,749	15,353 18,966	6,218 4,896	4,598 4,425	5,633 6,650	2,454 9,581
25	Bengal and North-West- ern	1st half 2nd half	.. 21,288	7,429 10,831	12,368 15,499	1,724 2,450	1,645 2,514	726 420	417 510
26	Deoghur	1st half 2nd half	....	....	....	....	....	....	....
27	Assam	1st half 2nd half	28,807 7,205	14,599 8,317	12,582 6,761	2,424 1,536	4,947 1,635	1,509 4,386	10 ..
28	Darjeeling-Himalayan	1st half 2nd half	.. ..	18,155 16,874	4,338 3,817	.. ..	2,557 2,660	1,348 1,577	....
29	Rohilkhand Kumaun	1st half 2nd half	6,089 6,635	2,125 1,615	5,414 5,860	782 643	309 444	1,616 2,197	528 342
30	Thabon-Duymruk	1st half 2nd half	....	....	....	....	....	....	....
31	Rajputana-Malwa	1st half 2nd half	84,933 88,543	38,309 40,641	1,26,798 1,19,950	36,557 37,305	21,525 20,335	28,790 35,769	38,186 35,265
32	Nalhati	1st half 2nd half	.. ..	5,174 4,630	2,100 2,100	408 408	148 150	277 154	....
33	Northern Bengal	1st half 2nd half	4,363 ..	16,611 16,029	28,993 30,140	1,359 1,445	5,875 5,536	3,323 2,629	2,328 2,501
34	Kaunra Dhanu	1st half 2nd half	.. ..	704 758	2,187 2,026	.. ..	509 392	244 301	276 425
35	Tirhoot	1st half 2nd half	53 ..	16,064 14,324	24,008 25,458	4,210 4,371	6,405 6,005	4,813 4,277	1,328 1,881
36	Dacca	1st half 2nd half	.. ..	617 11,758	2,061 7,759	.. 1,809	.. 938	17 1,394	248 1,496
37	Cawnpore-Achnera	1st half 2nd half	.. ..	9,561 9,649	17,806 17,918	4,138 3,276	1,674 1,612	8,950 6,351	1,514 1,196
38	Bareilly-Pilibheet	1st half 2nd half	2,868 2,709	894 669	2,152 2,114	318 269	155 183	625 871	156 ..
39	Nagpur-Chhattisgarh	1st half 2nd half	.. ..	9,302 9,573	13,129 13,325	4,874 6,968	788 981	7,606 5,699	468 2,075
40	Burma	1st half 2nd half	.. ..	27,586 22,727	27,091 39,723	6,761 9,623	1,737 3,000	5,385 8,508	.. 7
41	Jorhat	1st half 2nd half	.. ..	1,227 710	895 1,360	181 48	.. 12	....	....
42	Bhavnagar-Gondal	1st half 2nd half	.. ..	10,612 11,885	17,639 17,515	2,475 2,765	3,532 3,790	4,336 4,002	10,286 9,309
43	His Highness the Gaek- war's	1st half 2nd half	.. ..	608 608	1,608 1,616	152 152	300 300	218 146	1,657 985
44	Jodhpore	1st half 2nd half	.. ..	.. ..	569 635	84 210	45 60	....	....
45	Mysore	1st half 2nd half	.. ..	6,490 5,898	5,759 6,270	1,776 1,775	1,021 1,045	688 488	....
	TOTAL NARROW GAUGE	1st half 2nd half	1,77,350 1,78,840	2,10,620 2,18,628	3,68,028 3,83,916	85,839 91,488	64,274 62,165	88,138 96,785	59,858 65,573
	TOTAL BROAD AND NAR- ROW GAUGE FOR THE YEAR . . . . .	..	10,05,044	11,33,107	23,06,181	6,73,958	4,87,324	6,51,189	5,82,003

A—continued

RAILWAYS (PART I) —continued.

X—concluded.

GENERAL CHARGES —concluded.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885

Advertising	Electric Telegraph	Other Charges.	Total	Deductions	Net Total	1885	RAILWAYS	No
R 15,137 16,076	R 7,27,010 7,14,304	R 93,105 88,025	R 31,80,830 31,61,347	R 97,405 80,834	R 31,30,127 31,19,259	1st half 2nd half	Brought forward BROAD GAUGE	
							Narrow Gauge	
3,944 2,006	45,370 37,556	11,250 12,005	1,93,780 1,76,894	5	1,93,780 1,78,889	1st half 2nd half	South Indian	23
317 1,717	11,853 16,624	461 503	67,426 93,061	.	67,426 93,061	1st half 2nd half	Southern Mahratta	24
1,187	9,001 30,814	11 42	33,321 85,555		33,321 85,555	1st half 2nd half	Bengal and North-Western	25
...	...	..	799 758	...	799 758	1st half 2nd half	Deoghur	26
...	3,537 1,530	469 108	68,974 31,178	74 15	68,900 31,463	1st half 2nd half	Assam	27
93 54	4,134 4,153	308 442	30,933 29,577	..	30,933 29,577	1st half 2nd half	Darjeeling Himalayan	28
362 163	1,908 5,029	208 239	20,331 23,170	...	20,331 23,170	1st half 2nd half	Rohilkhand Kumaun	29
...	..	.	.	...	.	1st half 2nd half	Thakur-Dumrauk	30
462 210	1,48,896 1,43,271	8,368 5,106	5,32,826 5,26,445	..	5,32,826 5,26,445	1st half 2nd half	Rajputana-Malwa	31
...	828 791	...	8,935 8,292	...	8,935 8,292	1st half 2nd half	Nalhati	32
524 328	26,744 25,488	722 34	90,842 84,130	...	90,842 84,130	1st half 2nd half	Northern Bengal	33
40	587 564	1 ..	4,548 4,466	.	4,548 4,466	1st half 2nd half	Kumaon-Dharila	34
311 245	21,904 19,486	402 288	81,588 76,335	...	81,588 76,335	1st half 2nd half	Garhoo	35
131 2,831	845 8,708	...	3,919 30,693	.	3,919 30,693	1st half 2nd half	Dacca	36
1,496 175	15,537 24,850	141 6	60,826 65,033	.	60,826 65,033	1st half 2nd half	Cawnpore-Achmea	37
139 69	1,207 2,091	13 31	8,517 9,306	..	8,517 9,306	1st half 2nd half	Bareilly-Pilibheet	38
130 641	12,940 13,135	112 .	49,349 52,397	.	49,349 52,397	1st half 2nd half	Nagpur-Chhattisgarh	39
360 889	44,027 29,785	1,127 105	1,07,074 1,14,367	..	1,07,074 1,14,367	1st half 2nd half	Burma	40
...	949 1,023	...	3,252 3,153	...	3,252 3,153	1st half 2nd half	Jorhat	41
2,359 125	17,801 16,638	853 425	69,893 66,454	...	69,893 66,454	1st half 2nd half	Bhavnagar Gondal	42
7	1,324 1,553	...	5,874 5,360	...	5,874 5,360	1st half 2nd half	His Highness the Gaekwar	43
...	...	...	698	...	698	1st half		
...	337	...	1,242	...	1,242	2nd half	Jodhpore	44
28	7,365 7,186	...	23,127 22,662	...	23,127 22,662	1st half 2nd half	Mysore	45
10,703 10,680	3,76,757 3,90,642	24,466 19,353	14,66,832 15,18,828	74 20	14,66,758 15,18,808	1st half 2nd half	TOTAL NARROW GAUGE	
52,596	22,08,713	2,25,249	93,36,837	1,78,333	92,34,982	...	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	

APPENDIX
STATISTICS OF INDIAN
No.

SPECIAL AND MISCEL

[From Abstract G of

Half-years ended 30th June and 31st December 1885.

No.	RAILWAYS.	1885.	Law Charges.	Compensation.	Rates and Taxes.	Payments to other Lines.
			R	R	R	R
	<i>Broad Gauge.</i>					
1	East Indian	{ 1st half 2nd half	8,897 9,349	6,940 1,083	25,958 28,434	... 87,621
2	Madras	{ 1st half 2nd half	568 1,941	11,058 1,829	7,085 9,957	9,601 4,007
3	Great Indian Peninsula	{ 1st half 2nd half	4,335 4,751	3,073 9,249	42,363 13,055	1,79,069 1,28,806
4	Bombay, Baroda and Central India	{ 1st half 2nd half	—129 333	545 605	10,494 13,487	46,069 43,375
5	Sind, Punjab and Delhi	{ 1st half 2nd half	2,251 28,799	552 4,487	3,871 30,700	... 444
6	Oudh and Rohilkhand	{ 1st half 2nd half	371 603	226 854	728 130	6,143 6,143
7	Bengal Central	{ 1st half 2nd half	378 94	... ...	1,447 818	41,955 20,678
8	Tárakeshwar	{ 1st half 2nd half }	...	...	...	Worked by the East
9	Punjab Northern	{ 1st half 2nd half	2,578 28	2,505 3,016	... 24	27,969 21,839
10	Indus Valley	{ 1st half 2nd half	355 459	2,520 4,960	... ...	1,95,855 98,366
11	Eastern Bengal	{ 1st half 2nd half	334 1,333	3,057 2,655	4,498 5,824	......
12	Sindia	{ 1st half 2nd half }	...	...	...	Worked by the East
13	Dhond-Manmád	{ 1st half 2nd half }	...	...	...	Worked by the Great
14	Wardha Coal	{ 1st half 2nd half	... ...	1,345 ...	... ...	15,434 1,923
15	Patna-Gya	{ 1st half 2nd half }	...	...	...	Worked by the East
16	Dildárnagar-Gházípur	{ 1st half 2nd half }	...	...	...	...
17	Amritsar-Pathámkot	{ 1st half 2nd half	... ...	... ...	... ...	7,473 6,802
18	Bhopal-Itársi	{ 1st half 2nd half }	...	...	...	...
19	Khámgaon	{ 1st half 2nd half }	...	...	...	Worked by the Great
20	Amráoti	{ 1st half 2nd half }	...	...	...	...
21	His Highness the Nizam's	{ 1st half 2nd half	—55 ...	269 —35	... ...	7,039 10,496
22	Rájpura-Patiála	{ 1st half 2nd half	... ...	... ...	... ...	1,257 1,222
	Total Broad Gauge carried over	{ 1st half 2nd half	19,883 47,690	32,090 28,703	96,444 1,02,429	5,36,964 4,31,722

A—continued.

RAILWAYS—(PART I)—continued.

XI.

LANEIOUS EXPENDITURE.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

Other Charges.	Total.	Deductions.	Net Total.	1885.	RAILWAYS.	No.
R	R	R	R			
					<i>Broad Gauge.</i>	
42,212	84,007	2,268	81,739	1st half	} East Indian	1
38,657	1,65,144	4,160	1,60,984	2nd half		
4,180	32,402	2,038	30,454	1st half	} Madras	2
6,650	24,384	890	23,494	2nd half		
29,548	2,58,388	1,065	2,57,323	1st half	} Great Indian Peninsula	3
10,829	1,66,690	3,470	1,63,220	2nd half		
7,524	64,503	...	64,503	1st half	} Bombay, Baroda and Central India	4
7,505	65,305	...	65,305	2nd half		
4,967	11,641	277	11,364	1st half	} Sind, Punjab and Delhi	5
3,22,670	3,87,100	256	3,86,844	2nd half		
38,615	46,083	...	46,083	1st half	} Oudh and Rohilkhand	6
51,492	59,222	...	59,222	2nd half		
21	42,901	...	42,901	1st half	} Bengal Central	7
42	21,632	...	21,632	2nd half		
Indian Railway	...	...	27,594	1st half	} Tárakeshwar	8
			19,525	2nd half		
14,472	47,524	...	47,524	1st half	} Punjab Northern	9
13,616	38,523	...	38,523	2nd half		
37,881	2,36,611	...	2,36,611	1st half	} Indus Valley	10
31,052	1,34,837	...	1,34,837	2nd half		
71,336	79,225	8,331	70,894	1st half	} Eastern Bengal	11
85,244	95,056	6,663	88,393	2nd half		
Indian Railway	...	...	30,765	1st half	} Sindia	12
			24,183	2nd half		
Indian Peninsula Railway	...	...	...	1st half	} Dhond-Manmád	13
			...	2nd half		
1,195	17,974	...	17,974	1st half	} Wardha Coal	14
1,063	2,986	...	2,986	2nd half		
			46,743	1st half	} Patna-Gya	15
			41,365	2nd half		
Indian Railway	...	...	4,896	1st half	} Dildárnagar-Gházipur	16
			3,035	2nd half		
...	7,473	...	(a) 7,608	1st half	} Amritsar-Patháinkot	17
...	6,802	...	(b) 6,910	2nd half		
			...	1st half	} Bhopal-Itársi	18
			...	2nd half		
Indian Peninsula Railway	...	...	...	1st half	} Khámgaon	19
			...	2nd half		
			...	1st half	} Amráoti	20
			...	2nd half		
2,995	10,248	...	10,248	1st half	} His Highness the Nizam's	21
1,373	11,834	...	11,834	2nd half		
...	1,257	...	(c) 1,400	1st half	} Rajpura-Patíála	22
...	1,222	...	(d) 1,370	2nd half		
2,54,946	9,40,327	13,979	10,36,624	1st half	} TOTAL BROAD GAUGE carried over.	
5,70,193	11,80,737	15,439	12,53,662	2nd half		

(a) Includes Rs 135, being the expenditure incurred by the S. P. & D. Ry. for working this line. It is included in the detailed expenditure of the former but excluded from the total.

(b) Do. Rs 108

ditto

ditto

ditto

ditto

ditto.

(c) Do. Rs 143

ditto

ditto

ditto

ditto

ditto.

(d) Do. Rs 148

ditto

ditto

ditto

ditto

ditto.

APPENDIX
STATISTICS OF INDIAN
No.
SPECIAL AND MISCEL
[From Abstract G of

Half-years ended 30th June and 31st December 1885.

No.	RAILWAYS	1885.	Law Charges.	Compensation.	Rates and Taxes.	Payments to other Lines
			R	R	R	R
	Brought forward BROAD GAUGE	{ 1st half 2nd half	19,883 47,690	32,090 28,703	96,444 1,02,429	5,36,964 4,31,722
	Narrow Gauge					
23	South Indian	{ 1st half 2nd half	229 240	702 198	3,096 8,182	421 22
24	Southern Mahratta	{ 1st half 2nd half	301 27	... 148	828 540	1,006 1,170
25	Bengal and North-Western	{ 1st half 2nd half	... 325	333 1,996	717 299	......
26	Deoghur	{ 1st half 2nd half	......	......	......	......
27	Assam	{ 1st half 2nd half	1,695 1,050	682 336	59 43	......
28	Darjeeling-Himalayan	{ 1st half 2nd half	50 48	7 1,017	4,092 4,199	....
29	Rohilkhand-Kumaun	{ 1st half 2nd half	184 90	... 62	... 61	.....
30	Thaton-Duyinzaik	{ 1st half 2nd half	......	......	......	.....
31	Rajputana-Malwa	{ 1st half 2nd half	4,560 28	566 584	225 89	12,816 14,427
32	Nalhâti	{ 1st half 2nd half	. ..	... ...	54 54	. .
33	Northern Bengal	{ 1st half 2nd half	5 ...	880 2,131	157 251	......
34	Kaunia-Dharilla	{ 1st half 2nd half	... ...	70 26	....	......
35	Tirhoot	{ 1st half 2nd half	98 344	159 397	296 38	1,581 1,920
36	Dacca	{ 1st half 2nd half	... ...	... ...	335	" 816
37	Cawnpore-Achnera	{ 1st half 2nd half	" 2	201 585	... ...	1,224 1,776
38	Bareilly-Pilibheet	{ 1st half 2nd half	67 32	... 33	... 23	.....
39	Nâgpur-Chhattisgarh	{ 1st half 2nd half	55 152	1,242 152	... ...	3,459 3,500
40	Burma	{ 1st half 2nd half	7 .	283 464	4,238 5,144	......
41	Jorhât	{ 1st half 2nd half	... ..	... 65	10 3	......
42	Bhâvnagar-Gondal	{ 1st half 2nd half	60 58	45 852	... ...	1,000 1,185
43	His Highness the Gaekwar's	{ 1st half 2nd half	......	......	......	......
44	Jodhpore	{ 1st half 2nd half	... ...	20 ...	... ...	768 487
45	Mysore	{ 1st half 2nd half	... ...	126 ...	59 59	200 150
	TOTAL NARROW GAUGE	{ 1st half 2nd half	7,311 2,396	4,184 9,046	13,831 19,320	22,505 25,453
	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	{ ...	77,280	74,023	2,32,024	10,16,644

A—continued.

RAILWAYS—(PART I)—continued.

XI—concluded.

LANEIOUS EXPENDITURE—concluded.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

Other Charges.	Total.	Deductions.	Net Total	1885.	RAILWAYS	No.
R	R	R	R			
2,54,946	9,40,327	13,979	10,36,024	1st half }	Brought forward BROAD GAUGE.	
5,70,193	11,80,737	15,439	12,53,662	2nd half }		
					<i>Narrow Gauge.</i>	
813	5,261	12	5,249	1st half }	South Indian	23
851	9,493	17	9,476	2nd half }		
1,109	3,244	...	3,244	1st half }	Southern Mahratta	24
1,184	3,069	...	3,069	2nd half }		
...	1,050	...	1,050	1st half }	Bengal and North-Western	25
3,740	6,360	...	6,360	2nd half }		
...	52	...	52	1st half }	Deoghur	26
...	...	...	...	2nd half }		
...	2,436	...	2,436	1st half }	Assam	27
...	1,429	...	1,429	2nd half }		
528	4,677	...	4,677	1st half }	Datjeeling-Himalayan	28
...	5,264	...	5,264	2nd half }		
2,163	2,347	...	2,347	1st half }	Rohilkhand-Kumaun	29
2,242	2,455	...	2,455	2nd half }		
...	...	...	...	1st half }	Tháton-Duyinzaik	30
...	...	...	...	2nd half }		
43,000	60,065	...	60,065	1st half }	Rajputana-Malwa	31
42,767	57,895	...	57,895	2nd half }		
146	200	...	200	1st half }	Nalhátí	32
153	207	...	207	2nd half }		
6,248	7,290	...	7,290	1st half }	Northern Bengal	33
7,671	10,053	...	10,053	2nd half }		
132	202	...	202	1st half }	Kaunia-Dharila	34
150	176	...	176	2nd half }		
5,057	7,191	...	7,191	1st half }	Tirhoot	35
4,370	7,069	...	7,069	2nd half }		
294	204	...	204	1st half }	Dacca	36
38	1,189	...	1,189	2nd half }		
4,306	5,731	...	5,731	1st half }	Cawnpore-Achnera	37
2,930	5,293	...	5,293	2nd half }		
2,566	2,633	...	2,633	1st half }	Bareilly-Pilibheet	38
335	423	...	423	2nd half }		
5,239	9,995	...	9,995	1st half }	Nagpur-Chhattisgarh	39
2,747	6,551	...	6,551	2nd half }		
3,745	8,273	...	8,273	1st half }	Burma	40
5,003	10,611	...	10,611	2nd half }		
80	90	...	90	1st half }	Jorhát	41
116	184	...	184	2nd half }		
7,741	8,846	...	8,846	1st half }	Bhávnagar-Gondal	42
4,656	6,751	...	6,751	2nd half }		
...	...	...	...	1st half }	His Highness the Gackwar's	43
...	...	...	...	2nd half }		
...	788	...	788	1st half }	Jodhpore	44
785	1,272	...	1,272	2nd half }		
581	966	...	966	1st half }	Mysore	45
599	808	...	808	2nd half }		
83,748	1,31,631	12	1,31,619	1st half }	TOTAL NARROW GAUGE.	
80,337	1,36,552	17	1,36,535	2nd half }		
9,89,224	23,89,247	29,447	25,58,440	...	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	

APPENDIX
STATISTICS OF INDIAN
No.
STATEMENT OF
[From No. XII of

Half-years ended 30th June and 31st December 1885.

No.	RAILWAYS.	1885.	LOCOMOTIVES.			COACHING.	
			Total stock on the list.	Average number spared or hired out.	Average number constantly under repair.	Total stock on the list.	Average number constantly under repair.
	<i>Broad Gauge.</i>						
1	East Indian	{ 1st half 2nd half	576 576	... ...	133'00 87'00	1,218 1,218	72'04 73'75
2	Madras	{ 1st half 2nd half	149 149	... ...	50'00 59'00	465 483	36'00 21'00
3	Great Indian Peninsula	{ 1st half 2nd half	520 542	... ...	124'00 133'00	949 979	104'00 126'00
4	Bombay, Baroda and Central India.	{ 1st half 2nd half	108 123	... ...	15'00 19'00	356 356	35'00 23'00
5	Sind, Punjab and Delhi	{ 1st half 2nd half	159 159	... ...	24'91 26'55	590 593	57'86 46'59
6	Oudh and Rohilkhand	{ 1st half 2nd half	135 141	... ...	20'83 26'15	340 357	40'96 37'67
7	Bengal Central	{ 1st half 2nd half	25 25	... ...	... ...	40 40	......
8	Tarakeshwar	{ 1st half 2nd half }	...	...	...	...	Worked by the East
9	Punjab Northern	{ 1st half 2nd half	96 96	... ...	10'26 12'33	293 293	17'84 22'03
10	Indus Valley	{ 1st half 2nd half	127 189	... ...	29'09 24'46	301 310	29'90 32'86
11	Eastern Bengal	{ 1st half 2nd half	82 82	... ...	21'39 19'00	302 304	32'12 42'36
12	Sindia	{ 1st half 2nd half }	...	...	...	...	Worked by the East
13	Dhond-Manmád	{ 1st half 2nd half }	...	...	...	...	Worked by the Great
14	Wardha Coal	{ 1st half 2nd half	7 7	... ...	0'59 1'27	14 14	......
15	Patna-Gya	{ 1st half 2nd half }	...	...	...	...	Worked by the East
16	Dildárnagar-Gházípur	{ 1st half 2nd half }	...	...	...	...	Worked by the East
17	Amritsar-Patháńkot	{ 1st half 2nd half	5 5	... ...	... ...	24 24	......
18	Bhopal-Itársi	{ 1st half 2nd half }	...	...	...	...	Worked by the Great
19	Khámgaon	{ 1st half 2nd half }	...	...	...	...	Worked by the Great
20	Amráoti	{ 1st half 2nd half }	...	...	...	...	Worked by the Great
21	His Highness the Nizam's	{ 1st half 2nd half	13 13	... ...	1'65 1'00	59 59	5'65 6'16
22	Rájpura-Patigála	{ 1st half 2nd half }	...	...	...	...	Worked by the Sind,
Total Broad Gauge em- bedded over.		{ 1st half 2nd half	2,003 2,107	... ...	430'72 408'76	4,951 5,030	431'37 431'42

A—continued.

RAILWAYS—(PART I) —continued.

XII.

ROLLING STOCK.

Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

VEHICLES.

GOODS.		BRAKE-VANS.		TOTAL.		1885.	RAILWAYS.	No.
Total stock on the list.	Average number constantly under repair.	Total stock on the list.	Average number constantly under repair.	Vehicle stock on the list.	Average number of vehicles constantly under repair.			
8,657	659'82	341	24'59	10,216	756'45	1st half	} Broad Gauge.	1
8,951	533'72	341	22'97	10,510	630'44	2nd half		
2,834	229'00	138	12'00	3,437	277'00	1st half	} Madras	2
2,828	118'00	138	12'00	3,449	151'00	2nd half		
7,778	733'00	538	63'00	9,265	900'00	1st half	} Great Indian Peninsula . .	3
7,783	559'00	538	55'00	9,300	740'00	2nd half		
3,258	181'00	68	2'00	3,682	218'00	1st half	} Bombay, Baroda and Central India.	4
3,258	263'00	68	5'00	3,682	291'00	2nd half		
3,393	252'91	117	12'63	4,100	323'40	1st half	} Sind, Punjab and Delhi . .	5
3,393	204'74	127	5'56	4,113	256'89	2nd half		
3,235	197'93	88	9'55	3,663	248'44	1st half	} Oudh and Rohilkhand . . .	6
3,365	208'72	90	12'04	3,812	258'43	2nd half		
210	...	12	...	262	...	1st half	} Bengal Central	7
210	...	12	...	262	...	2nd half		
Indian Railway	...	...	...	...	...	1st half	} Tárakeshwar	8
						2nd half		
1,476	36'53	128	8'98	1,897	63'35	1st half	} Punjab Northern	9
1,476	84'00	122	11'47	1,891	117'50	2nd half		
2,926	189'88	108	8'36	3,335	228'14	1st half	} Indus Valley	10
3,052	256'73	107	7'49	3,469	297'08	2nd half		
1,654	94'41	48	2'75	2,004	129'28	1st half	} Eastern Bengal	11
1,639	146'53	48	8'14	1,991	197'03	2nd half		
Indian Railway	...	...	...	...	...	1st half	} Sindia	12
						2nd half		
Indian Peninsula Railway	...	...	...	...	...	1st half	} Dhond-Manmád	13
						2nd half		
325	...	10	...	349	...	1st half	} Wardha Coal	14
325	2'00	10	...	349	2'00	2nd half		
Indian Railway	...	...	...	...	...	1st half	} Patna-Gya	15
						2nd half		
						1st half	} Dildárnagar-Gházipur . .	16
						2nd half		
130	...	5	...	159	...	1st half	} Amritsar-Patháinkot . . .	17
130	...	5	...	159	...	2nd half		
						1st half	} Bhopal-Itársi	18
						2nd half		
Indian Peninsula Railway	...	...	...	...	...	1st half	} Khámgaon	19
						2nd half		
						1st half	} Amráoti	20
						2nd half		
136	4'66	15	0'48	210	10'79	1st half	} His Highness the Nizam's .	21
135	6'40	15	0'80	209	13'36	2nd half		
Punjab and Delhi Railway	...	...	...	...	...	1st half	} Rájputra-Patíála	22
						2nd half		
36,012	2,579'14	1,616	144'34	42,579	3,154'85	1st half	} TOTAL BROAD GAUGE car-	ried over.
36,545	2,382'84	1,621	140'47	43,196	2,954'73	2nd half		

APPENDIX
STATISTICS OF INDIAN
No.

Half-years ended 30th June and 31st December 1885
[From No XII of

No	RAILWAYS	1885	LOCOMOTIVES			COACHING.	
			Total stock on the list.	Average number spared or hired out	Average number constantly under repair	Total stock on the list	Average number constantly under repair
	Brought forward BROAD GAUGE.	{ 1st half 2nd half	2,002 2,112	... ..	430'72 408 76	4,951 5,054	431'37 431 42
	Narrow Gauge						
23	South Indian .	{ 1st half 2nd half	122 126	. .	20 23 22 53	455 462	18 50 22 05
24	Southern Mahratta	{ 1st half 2nd half	40 69	. .	2 30 5 30	111 122	0 68 4 13
25	Bengal and North-Western	{ 1st half 2nd half	40 40	6 00	0 12 0 04	153 153	1 32 2 08
26	Deoghur . . .	{ 1st half 2nd half }	...		.	..	Information
27	Assam . . .	{ 1st half 2nd half	11 10	. ..	1 00 1 00	13 13	2 00 .
28	Darjeeling-Himalayan	{ 1st half 2nd half	13 13	... .		36 36	.. .
29	Rohilkhand Kumaun .	{ 1st half 2nd half	8 8		1 00 1 00	42 43	.. .
30	Thaton-Duynzaik .	{ 1st half 2nd half	2 ..	... ..	.. ..	4..	....
31	Rajputana-Malwa (c)	{ 1st half 2nd half	364 360		08 26 88 86	1,034 1,053	80 14 130 68
32	Nalhâti .	{ 1st half 2nd half	4 4		1 17 0 98	12 12	1 39 1 14
33	Northern Bengal	{ 1st half 2nd half	49 49		6 07 6 17	133 138	7 83 8 71
34	Kaunia Dharlla .	{ 1st half 2nd half	5 5		1 40 0 55	20 24	0 52 0 83
35	Tirhoot . . .	{ 1st half 2nd half	34 37	... ..	14 02 17 97	102 102	5 60 7 96
36	Dacca .	{ 1st half 2nd half	14 14	. .	... 0 01	17 21	....
37	Cawnpore-Achnera .	{ 1st half 2nd half	34 35	.. .	4 00 13 10	151 164	12 77 12 58
38	Barcilly Pilibheet .	{ 1st half 2nd half }	...		...	Worked by the Rohilkhand	
39	Nagpur-Chhattisgarh	{ 1st half 2nd half	27 27		6 03 11 24	60 66	7 17 8 42
40	Burma . . .	{ 1st half 2nd half	47 52	... ..	6'14 7'18	305 305	9 76 21 80
41	Jorhât .	{ 1st half 2nd half	3 5	. .	0'25 1 00	2 2	.. 0 12
42	Bhâvnagar-Gondal .	{ 1st half 2nd half	20 20	. ..	2 30 3 30	112 115	3 10 3 20
43	His Highness the Gaek-war's.	{ 1st half 2nd half	6 4	. .	.. 1 00	27 27	....
44	Jodhpore . . .	{ 1st half 2nd half	......	.....	......	...	....
45	Mysore . . .	{ 1st half 2nd half	15 19	. ..	2 16 2 37	100 100	7 77 6 66
	TOTAL NARROW GAUGE	{ 1st half 2nd half	858 897	.. 6 00	167 35 183 60	2,880 958	158'55 230'30
	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR	...	3,009	6 00	1,190 43	8,012	1,251'70

A—continued.

RAILWAYS—(PART I)—continued

XII—concluded.

ROLLING STOCK—concluded

Revenue Accounts]

Half-years ended 30th June and 31st December 1885.

VEHICLES

GOODS		BRAKE-VANS		TOTAL		1885	RAILWAYS	No
Total stock on the list.	Average number constantly under repair	Total stock on the list	Average number constantly under repair	Vehicle stock on the list	Average number of vehicles constantly under repair			
36,012 36,675	2,579 14 2,382 84	1,616 1,626	144 34 140 47	42,579 43,355	3,154 95 2,954 73	1st half 2nd half	Brought forward BROAD GAUGE.	
							Narrow Gauge.	
1,686 1,805	37 70 28 18	87 87	3 03 4 23	2,228 2,354	50 23 54 36	1st half 2nd half	South Indian .	23
680 757	2 58 20 40	18 27	0 45 1 50	800 906	3 71 20 03	1st half 2nd half	Southern Mahratta	24
584 749	1 39 3 13	32 32	0 18 0 22	769 934	2 99 5 43	1st half 2nd half	Bengal and North-Western	25
not furnished	.	.	.	.	.	1st half 2nd half	Delghur . . .	26
313 381	10 00 14 00	13 13	2 00 1 00	339 407	14 00 15 00	1st half 2nd half	Assam	27
91 91	..	.	.	127 127	..	1st half 2nd half	Darjeeling-Himalayan .	28
142 142	..	12 12	..	196 197	..	1st half 2nd half	Rohilkhand-Kumaun	29
33	..	.	.	37	..	1st half 2nd half	Thabon-Duyinzuk . .	30
6 080 6,337	343 14 256 70	258 256	21 49 26 11	7,372 7,646	445 07 413 49	1st half 2nd half	Rajputana Malwa (c) .	31
24 24	1 54 0 02	(a)2 (a)2	.	38 38	2 03 1 16	1st half 2nd half	Nalhati	32
869 969	20 62 48 30	(b)30 (b)30	0 30 1 05	1,032 1,137	37 75 59 06	1st half 2nd half	Northern Bengal	33
67 67	1 76 2 40	3 3	0 22 0 10	90 94	2 10 3 33	1st half 2nd half	Kumaun-Dharidra	34
527 527	18 55 25 89	20 20	1 95 2 03	619 649	26 00 35 88	1st half 2nd half	Tirhoot	35
91 135	0 31	4 5	0 01	112 161	0 32	1st half 2nd half	Dacca	36
517 517	13 46 4 59	15 26	0 62 0 86	683 707	26 85 18 03	1st half 2nd half	Cawnpore-Achnera .	37
Kumaun Railway	..	..	..	.	.	1st half 2nd half	Bareilly-Pilibhet .	38
752 752	40 59 62 55	24 24	0 73 2 18	836 843	48 49 73 15	1st half 2nd half	Nagpur Chhattisgarh	39
1,573 1,597	117 23 135 70	41 41	2 14 4 46	1,919 1,943	129 13 161 96	1st half 2nd half	Burma	40
34 52	.. 0 50	.. 3	..	36 57	.. 0 62	1st half 2nd half	Jorhat	41
589 589	3 90 11 70	22 22	1 00 0 90	723 726	8 00 15 60	1st half 2nd half	Bhavnagar Gondal	42
187 187	.. ..	6 6	.. ..	220 220	.. ..	1st half 2nd half	His Highness the Gaekwar's	43
.. ..	.. ..	.. ..	..	.. ..	..	1st half 2nd half	Jodhpore	44
261 261	7 26 8 77	9 9	1 52 0 63	370 370	16 55 16 06	1st half 2nd half	Mysore	45
15,100 15,939	628 62 623 04	596 618	35 53 45 28	18,595 19,515	822 70 848 68	1st half 2nd half	TOTAL NARROW GAUGE.	
52,614	6,213 64	2,244	365 62	62,870	7,830 96	..	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR	

(a) Mails carried in Brake-vans.

(b) Mails carried in Brake-vans on the Dinapore Branch.

(c) Includes Rawari-Ferozepore State Railway.

APPENDIX
STATISTICS OF INDIAN
No.
STATEMENT OF
[From No XIV

Half-years ended 30th June and 31st December 1885

No	RAILWAYS.	1885	TRAIN-MILES			
			Passengers	Goods	Mixed	Light
Broad Gauge						
1	East Indian .	{ 1st half	705,522	2,693,823	1,262,573	131,004
		{ 2nd half	701,748	2,307,495	1,303,130	128,281
2	Madras .	{ 1st half	330,562	391,425	349,310	25,863
		{ 2nd half	339,739	408,714	352,528	31,119
3	Great Indian Peninsula .	{ 1st half	1,237,600	3,313,377	381,341	206,065
		{ 2nd half	1,50,705	2,007,007	320,751	121,764
4	Bombay, Baroda and Central India	{ 1st half	373,477	616,964	186,296	527
		{ 2nd half	396,046	421,191	209,807	649
5	Sind, Punjab and Delhi	{ 1st half	247,587	905,984	421,775	80,403
		{ 2nd half	309,585	836,852	351,056	67,572
6	Oudh and Rohilkhand	{ 1st half	7,806	290,977	431,836	35,822
		{ 2nd half	1,266	200,724	499,635	27,921
7	Bengal Central	{ 1st half	23,653	3,636	112,134	105
		{ 2nd half	5,554	5,737	107,740	
8	Tirakeswar .	{ 1st half	5,764	5,617	22,176	1,606
		{ 2nd half	242	6,357	26,444	580
9	Punjab Northern	{ 1st half	53,265	185,839	368,713	105
		{ 2nd half	4,462	116,447	391,366	206
10	Indus Valley	{ 1st half	4,579	673,973	47,442	12,357
		{ 2nd half	3,314	682,312	455,391	11,193
11	Eastern Bengal	{ 1st half	241,313	165,761	100,347	5,357
		{ 2nd half	35,067	232,533	78,613	5,224
12	Sindia .	{ 1st half	505	14,741	46,491	45
		{ 2nd half	552	10,515	50,304	290
13	Dhond Minmád	{ 1st half 2nd half }	Worked by the Great Indian			
14	Wardha Coal	{ 1st half		9,110	32,580	...
		{ 2nd half		3,316	33,120	
15	Patna-Gyá	{ 1st half		3,589	61,902	.
		{ 2nd half	456	4,244	62,244	
16	Dildárnagar-Gházipur .	{ 1st half	:	376	8,507	
		{ 2nd half		92	8,648	
17	Amritsar-Patháinkot .	{ 1st half	309	4,354	48,164	333
		{ 2nd half	160	425	48,760		216
18	Bhopal-Itáris	{ 1st half 2nd half }				
19	Khámgaon	{ 1st half	.	Worked by the Great Indian		
		{ 2nd half				
20	Amráoti	{ 1st half				
		{ 2nd half				
21	His Highness the Nizam's .	{ 1st half	44,675	39,785	87,731	6
		{ 2nd half	45,853	42,020	89,413	193
22	Rájpura-Patáála	{ 1st half	320	16	11,520	144
		{ 2nd half	96	511	11,680	176
TOTAL BROAD GAUGE carried over .		{ 1st half	3,377,257	9,319,847	4,410,838	499,865
		{ 2nd half	3,298,323	7,275,792	4,467,259	398,684

A—continued

RAILWAYS—(PART I) — continued.

XIII.

TRAIN-MILEAGE.

[of Revenue Accounts]

Half years ended 30th June and 31st December 1925

TRAIN-MILES AFTER ALLOCATION OF
MIXED AND LIGHT MIXED

Commodity	Goods	Total Train-mileage	Assisting, Shunting, and Miscellaneous mileage	Total Train-mileage	1st half	2nd half	Railway	No
Broad Gauge.								
1,746,142 1,710,458	3,046,750 2,725,196	4,792,922 1,455,054	670,757 609,105	5,413,779 5,044,759	1st half 2nd half		East Indian	1
450,657 471,210	640,503 600,800	1,097,160 1,137,117	153,403 150,236	1,250,653 1,291,330	1st half 2nd half		Madras	2
1,420,659 1,421,150	3,717,697 2,279,107	5,135,86 3,700,257	491,553 352,297	5,620,969 4,052,54	1st half 2nd half		Great Indian Peninsula	3
448,859 479,767	728,405 547,926	1,177,264 1,027,093	125,463 103,511	1,302,727 1,131,204	1st half 2nd half		Bombay, Baroda and Central India	4
656,756 556,052	1,099,083 1,009,913	1,755,539 1,597,965	231,660 229,370	1,987,409 1,525,335	1st half 2nd half		Sind, Punjab and Delhi	5
237,418 347,031	520,023 382,515	766,141 729,546	219,554 215,612	985,995 948,158	1st half 2nd half		Oudh and Rohilkhand	6
108,190 95,401	31,338 26,900	139,528 122,361	2,105 2,822	141,633 125,183	1st half 2nd half		Bengal Central	7
..	..	35,163 33,923	848 100	36,011 34,023	1st half 2nd half		Idrakshwar	8
313,559 267,503	291,363 238,718	607,922 506,281	65,981 53,149	673,903 559,430	1st half 2nd half		Punjab Northern	9
1,10,054 218,771	977,697 903,435	1,168,351 1,152,209	160,413 151,534	1,328,764 1,334,143	1st half 2nd half		Indus Valley	10
300,118 285,661	212,690 268,774	512,808 574,435	106,425 154,728	619,233 709,103	1st half 2nd half		Eastern Bengal	11
..	..	62,282 67,991	985 491	63,267 68,482	1st half 2nd half		Sindh	12
Peninsula Railway		..	..	..	1st half 2nd half		Dhond-Manmad	13
11,606 13,507	30,024 22,929	41,690 36,430	3,163 2,561	44,853 38,997	1st half 2nd half		Wardha-Cool	14
..	..	65,791 66,044	4,214 1,736	70,005 68,680	1st half 2nd half		Patna-Gy	15
..	..	8,483 8,740	2,922 2,125	11,505 10,868	1st half 2nd half		Dildarnagar-Ghazipur	16
38,835 39,914	14,325 9,637	53,160 49,581	936 516	54,096 50,127	1st half 2nd half		Amritsar-Pithankot	17
Peninsula Railway		..	..	..	1st half 2nd half		Bhopal-Itarsi	18
..	..	..	..	..	1st half 2nd half		Khamgaon	19
..	..	..	..	..	1st half 2nd half		Amgaon	20
85,945 87,348	86,272 90,131	172,217 177,479	8,814 11,006	181,061 188,575	1st half 2nd half		His Highness the Nizam's	21
9,842 9,549	2,158 2,911	12,000 12,463	1,702 2,416	13,702 14,879	1st half 2nd half		Rajpura-Patila	22
6,025,330 6,033,502	11,410,358 9,228,958	17,607,807 15,440,058	2,201,078 2,084,738	19,808,885 17,524,796	1st half 2nd half		TOTAL BROAD GAUGE carried over.	

APPENDICES TO THE ADMINISTRATION REPORT FOR 1885-86.

APPENDIX
STATISTICS OF INDIAN
No.

STATEMENT OF

years ended 30th June and 31st December 1885.

[From No. XIV]

RAILWAYS.	1885.	TRAIN-MILES.			
		Passengers.	Goods.	Mixed.	Light.
Brought forward BROAD GAUGE.	{ 1st half 2nd half	3,377,257 3,298,323	9,319,847 7,275,792	4,410,838 4,467,259	499,865 398,684
<i>Narrow Gauge.</i>					
South Indian	{ 1st half 2nd half	161,075 186,134	270,752 270,787	425,592 432,315	24,477 25,729
Southern Mahratta	{ 1st half 2nd half	1,256 1,531	51,392 119,627	77,410 132,664	421 2,296
Bengal and North-Western	{ 1st half 2nd half	3,774 ...	185,749 91,133	103,334 179,303	1,033 6,277
Deoghur	{ 1st half 2nd half	......	......	......	......
Assam	{ 1st half 2nd half	... ...	13,120 18,740	27,676 28,726	......
Darjeeling-Himalayan	{ 1st half 2nd half }	... ...	... ...	... ...	Information not
Rohilkhand-Kumaun	{ 1st half 2nd half	1,037 66	11,404 7,942	25,259 24,656	1,217 184
Thaton-Duyinzaik	{ 1st half 2nd half }	... ...	... ...	... ...	Information not
Rajputana-Malwa	{ 1st half 2nd half	280,957 304,629	1,362,361 1,353,974	1,067,938 1,050,729	131,638 125,633
Nalhati	{ 1st half 2nd half	... ...	200 1,690	19,729 20,056	......
Northern Bengal	{ 1st half 2nd half	71,268 19,194	122,791 81,855	180,276 232,820	6,224 2,584
Kaunia-Dharila	{ 1st half 2nd half	... ...	... ...	13,394 13,478	......
Tirhoot	{ 1st half 2nd half	5,491 5,117	63,333 24,795	169,836 173,904	3,266 3,643
Dacca	{ 1st half 2nd half	1,280 ...	31,703 11,400	6,000 22,649	......
Cawnpore-Achnera	{ 1st half 2nd half	956 903	41,273 32,223	225,175 181,895	3,405 1,729
Bareilly-Pilibheet	{ 1st half 2nd half	... ...	2,898 159	13,032 13,248	21 ...
Nagpur-Chhattisgarh	{ 1st half 2nd half	79 661	142,431 28,071	113,752 109,925	1,550 793
Burma	{ 1st half 2nd half	137,168 157,722	99,576 56,562	109,227 131,683	1,239 21,826
Jorhat	{ 1st half 2nd half	... 4,694	6,410 18,066	... 616	......
Bhavnagar-Gondal	{ 1st half 2nd half	32,677 43,035	74,492 23,424	75,296 66,182	4,180 2,596
His Highness the Gaekwar's	{ 1st half 2nd half	1,947 1,035	11,513 4,332	21,449 21,804	97 328
Jodhpore	{ 1st half 2nd half	294 1,242	4,669 2,000	20,528 23,640	... 128
Mysore	{ 1st half 2nd half	184 4,616	16,195 19,453	52,572 51,606	......
Total NARROW GAUGE	{ 1st half 2nd half	699,443 730,579	2,512,262 2,166,233	2,747,475 2,911,899	178,768 193,746
Total Broad and Narrow Gauge		8,105,602	23,274,134	14,537,471	1,271,003

A—continued.

RAILWAYS—(PART I)—continued.

XIII—concluded.

TRAIN-MILEAGE—concluded.

of Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

TRAIN-MILES AFTER APPORTIONING MIXED AND LIGHT MILEAGE.		Total Train-mileage.	Assisting, Shunting and Miscellaneous mileage.	Total Engine mileage.	1885.	RAILWAYS.	No.
Coaching.	Goods.						
6,025,330 6,033,502	11,410,358 9,228,958	17,607,807 15,440,058	2,201,078 2,084,738	19,808,885 17,524,796	1st half 2nd half	} Brought forward BROAD GAUGE.	
						<i>Narrow Gauge.</i>	
375,141 391,104	506,755 523,861	881,896 914,965	144,690 148,853	1,026,586 1,063,818	1st half 2nd half	} South Indian	23
47,743 88,226	82,736 167,892	130,479 256,118	4,278 19,041	134,737 275,159	1st half 2nd half		24
92,953 113,530	200,937 163,183	293,890 276,713	13,326 18,444	307,216 295,157	1st half 2nd half	} Bengal and North-Western	25
...	...	6,976	...	6,976	1st half		
...	...	7,255	...	7,255	2nd half	} Deoghur	26
18,451	22,345	40,796	...	40,796	1st half		
...	...	47,466	...	47,466	2nd half	} Assam	27
furnished	...	50,813	...	50,813	1st half		
18,871	20,046	38,917	8,311	47,228	1st half	} Darjeeling-Himalayan	28
15,284	17,564	32,848	5,872	38,720	2nd half		
furnished	...	...	...	...	1st half	} Rohilkhand-Kumaun	29
					2nd half		
937,034 955,876	1,905,860 1,879,089	2,842,894 2,834,965	320,258 322,288	3,163,152 3,157,253	1st half 2nd half	} Thaton-Duyinzaik	30
14,311 12,231	5,618 9,515	19,929 21,746	938 987	20,867 22,733	1st half 2nd half		
141,344 125,230	239,215 211,123	380,559 336,453	53,627 51,258	434,186 387,711	1st half 2nd half	} Rajputana-Malwa	31
6,959 7,407	6,435 6,071	13,394 13,478	3,452 3,529	16,846 17,007	1st half 2nd half		
110,187 113,936	131,739 93,523	241,926 207,459	73,313 53,379	315,230 260,838	1st half 2nd half	} Nalhati	32
7,062 12,540	31,921 21,509	38,983 34,049	790 3,841	39,773 37,890	1st half 2nd half		
136,889 110,821	133,920 105,929	270,809 216,750	44,619 31,140	315,428 247,890	1st half 2nd half	} Northern Bengal	33
5,673	10,278	15,951	3,465	19,416	1st half		
...	...	13,407	1,393	14,800	2nd half	} Kaunia-Dharla	34
46,384 48,511	211,428 90,939	257,812 139,450	22,668 11,315	280,480 150,765	1st half 2nd half		
188,748 250,484	158,462 117,309	347,210 367,793	70,973 63,190	418,183 430,983	1st half 2nd half	} Tirhoot	35
...	6,410	6,410	...	6,410	1st half		
4,834	18,542	23,376	313	23,689	2nd half	} Dacca	36
86,816 91,797	99,829 43,440	186,645 135,237	6,776 3,254	193,421 138,491	1st half 2nd half		
16,826 17,800	18,180 9,699	35,006 27,499	140 425	35,146 27,924	1st half 2nd half	} Cawnpore-Achnera	37
13,021	12,470	25,491	702	26,193	1st half		
...	...	27,010	1,208	28,218	2nd half	} Bareilly-Pilibheet	38
35,615 38,026	33,336 37,649	68,951 75,675	12,644 15,314	81,595 90,989	1st half 2nd half		
2,300,028 2,397,737	3,837,020 3,516,837	6,144,024 6,060,525	784,970 755,044	6,929,894 6,815,569	1st half 2nd half	} Nagpur-Chhattisgarh	39
16,756,597	27,994,073	45,253,314	5,825,830	51,079,144	...		
						} TOTAL NARROW GAUGE.	
						} TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	

STATISTICS OF INDIAN RAILWAYS—(PART I)—*continued.*

No. XIV.

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL.

[From Nos. VIII and XVII of the Revenue Accounts]

Half-years ended 30th June and 31st December 1885.

No.	RAILWAYS	1885	Interest on Capital.	Net Earnings of the half year.	DIFFERENCE.	
					Excess	Deficient.
	<i>Broad Gauge</i>		<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
1	East Indian	{ 1st half 2nd half	(a) 1,09,41,381 (c) 1,09,54,499	(b) 1,64,69,728 1,35,65,948	55,28,347 26,11,449	.....
2	Madras	{ 1st half 2nd half	28,49,414 28,49,414	16,22,818 16,56,350	... .	12,26,596 11,93,064
3	Great Indian Peninsula	{ 1st half 2nd half	(d) 61,67,871 64,42,405	1,18,72,266 61,74,954	54,04,395 ..	... 2,67,451
4	Bombay, Baroda and Central India	{ 1st half 2nd half	22,23,828 23,23,992	44,70,556 30,06,198	22,46,728 6,82,206	.....
5	Sind, Punjab and Delhi	{ 1st half 2nd half	30,48,048 30,20,542	33,02,630 25,19,970	2,54,582 ..	... 5,00,572
6	Oudh and Rohilkhand	{ 1st half 2nd half	17,82,252 18,48,340	11,76,441 7,28,920	... ...	6,05,811 11,19,420
7	Bengal Central	{ 1st half 2nd half	1,73,530 (e) 1,66,182	24,263 —16,029	... .	1,49,267 1,82,211
8	Tatalkeshwar	{ 1st half 2nd half	... }	Information not furnished		...
9	Punjab Northern	{ 1st half 2nd half	9,34,853 17,47,444	8,87,419 5,41,216	... ...	47,434 12,06,228
10	Indus Valley	{ 1st half 2nd half	14,55,867 17,51,223	32,70,578 31,56,452	18,14,711 14,05,229	....
11	Eastern Bengal	{ 1st half 2nd half	12,50,760 4,24,110	11,72,501 7,20,730	. 2,96,620	78,259 ...
12	Sindia	{ 1st half 2nd half	1,77,192 1,78,276	1,14,299 85,381	... ..	62,893 92,895
13	Dhond-Manmad	{ 1st half 2nd half	2,05,283 2,05,261	1,12,519 1,08,105	. .	92,764 97,156
14	Wardha Coal	{ 1st half 2nd half	(f) 1,31,304 (f) 1,32,915	(f) 1,06,991 (f) 39,404	.. ..	24,313 93,511
15	Patna-Gya	{ 1st half 2nd half	79,331 79,661	1,31,840 1,13,870	52,509 34,209	....
16	Dildarnagar-Ghazipur	{ 1st half 2nd half	14,136 14,121	13,838 8,353	... ...	298 5,768
17	Amritsar-Pathankot	{ 1st half 2nd half	1,08,949 1,11,673	43,209 22,653	. ...	65,740 89,020
18	Bhopal-Itarsi	{ 1st half 2nd half	1,11,763 1,18,126	1,484 —20,147	... ...	1,10,279 1,38,273
19	Khamgaon	{ 1st half 2nd half	9,816 9,817	9,345 1,675	... ...	471 8,142
20	Amraoti	{ 1st half 2nd half	8,896 8,896	22,602 11,845	13,706 2,949	.....
21	His Highness the Nizam's	{ 1st half 2nd half	. 6,76,599	Information not furnished		... 4,29,776
22	Rajpura-Pathala	{ 1st half 2nd half	23,599 24,769	511 —4,766	... ..	23,088 29,535
TOTAL BROAD GAUGE carried over {		1st half 2nd half	3,19,98,073 3,30,88,265	4,48,25,838 3,26,67,905	1,28,27,765 ...	... 4,20,360

(a) Includes Rs. 69,439 on account of contribution to Provident Fund.

(b) Includes Rs. 5 as outstanding earnings of the 1st half of 1880 twice deducted from net revenue.

(c) Includes Rs. 39,034 on account of contribution to Provident Fund.

(d) Includes Rs. 15,824 being contribution to Provident Fund.

(e) Rs. 13,230 converted into Indian currency at the rate of 1s. 7½d. (nearly) per rupee.

(f) Includes Rs. 1000 on account of contribution to Provident Fund.

A—continued.

STATISTICS OF INDIAN RAILWAYS—(PART I)—concluded.

No. XIV—concluded.

NET EARNINGS COMPARED WITH INTEREST ON CAPITAL—concluded.

[From Nos. VIII and XVII of the Revenue Accounts.]

Half-years ended 30th June and 31st December 1885.

No.	RAILWAYS	1885.	Interest on Capital	Net Earnings of the half year.	DIFFERENCE	
					Excess.	Deficient
			R	R	R	R
	Brought forward BROAD GAUGE	{ 1st half 2nd half	3,19,98,073 3,30,88,205	4,48,25,838 3,26,67,905	1,28,27,765 .	... 4,20,360
	<i>Narrow Gauge</i>					
23	South Indian	{ 1st half 2nd half	10,66,409 10,66,408	9,54,704 7,27,010	. ..	2,11,705 3,39,398
24	Southern Mahratta	{ 1st half 2nd half	21,397 9,83,751	41,038 99,299	19,641 ..	... 8,84,452
25	Bengal and North-Western	{ 1st half 2nd half	3,05,923 3,93,372	3,81,354 2,07,553	75,431 ...	... 1,85,519
26	Deoghur	{ 1st half 2nd half	... }	Information not furnished		...
27	Assam	{ 1st half 2nd half	1,19,767 1,20,751	-56,614 -7,219	... ...	1,76,411 1,27,970
28	Darjeeling-Himalayan	{ 1st half 2nd half	. . 93,625	Information not furnished 96,565	2,940	...
29	Rohilkhand-Kumaun	{ 1st half 2nd half	55,246 55,246	43,605 36,548	...	11,641 18,698
30	Thaton-Duynzaik	{ 1st half 2nd half	... }	Information not furnished		...
31	Rajputana-Malwa	{ 1st half 2nd half	22,30,350 22,43,536	42,08,593 36,52,525	19,73,233 14,08,989	. ....
32	Nalhati	{ 1st half 2nd half	7,020 6,900	4,846 5,917	. 2,017	2,174 ...
33	Northern Bengal	{ 1st half 2nd half	4,18,259 4,35,771	1,72,899 4,71,305	. 35,594	2,45,360 ...
34	Kaunia-Dharila	{ 1st half 2nd half	18,872 19,027	25,309 4,377	6,137 ..	. 14,650
35	Lirhoot	{ 1st half 2nd half	3,11,292 2,55,694	2,22,061 1,37,208	. .	80,231 1,51,486
36	Dacca	{ 1st half 2nd half	1,06,502 1,10,945	25,310 -67,155	.. .	81,192 1,75,100
37	Cawnpore-Achnera	{ 1st half 2nd half	2,14,722 2,21,771	97,570 23,285	. .	1,27,152 1,98,486
38	Bareilly-Pilibheet	{ 1st half 2nd half	25,038 28,209	15,772 1,471	... .	9,266 26,738
39	Nagpur-Chhattisgarh	{ 1st half 2nd half	2,10,099 2,13,023	4,67,311 20,264	2,57,212 ...	. 1,86,759
40	Burma	{ 1st half 2nd half	5,16,942 5,41,242	5,32,618 -59,495	15,676 ...	. 6,03,737
41	Jorhat	{ 1st half 2nd half	9,690 9,992	-6,310 -1,114	... .	16,000 11,136
42	Bhavnagar-Gondal	{ 1st half 2nd half	1,87,971 1,90,642	3,06,024 85,223	1,18,053	1,05,419
43	His Highness the Gaekwar's	{ 1st half 2nd half	25,415 25,842	30,711 18,879	11,329 ...	... 6,963
44	Jodhpore	{ 1st half 2nd half	... }	Information not furnished		...
45	Mysore	{ 1st half 2nd half	1,24,615 1,28,115	91,964 1,15,820	... ...	32,651 12,295
	TOTAL NARROW GAUGE	{ 1st half 2nd half	59,75,529 71,79,862	74,54,758 55,77,596	14,79,229 ...	. 16,02,266
	TOTAL BROAD AND NARROW GAUGE FOR THE YEAR.	...	7,82,41,729	9,05,26,097	1,22,84,368	...

APPENDIX A—continued

INDIAN RAILWAYS.

Statistics of their working for the Half-years ended 30th June and 31st December 1885.

PART II.

SUMMARY OF ANALYSES OF WORKING.

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APPENDIX
STATISTICS OF INDIAN

Half-years ended 30th June and 31st December 1885.

Serial number.	HEADINGS.	1885.	BROAD GAUGE.							
			East Indian. (a)	Great Indian Peninsula. (b)	Sind, Punjab and Delhi.	Madras.	Bombay, Baroda and Central India. (d)	Eastern Bengal.	Oudh and Rohilkhand.	Indus Valley.
No. I. DESCRIPTION OF RAILWAY WORKED.										
1	Gauge of Railway . . .	{ 1st half 2nd „	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"	5' 6" 5' 6"
2	Mean mileage worked . . Miles.	{ 1st half 2nd „	1,678'52 1,681'25	1,503'36 1,499'11	703'66 703'80	860'87 860'87	461 461	359 360	601'09 608'01	(g)659'56 (g)659'56
3	Number of Stations . . No.	{ 1st half 2nd „	192 192	203 204	99 99	118 118	81 81	85 85	88 88	76 76
4	Total length of the following gradients—									
	(a) $\frac{1}{80}$ and less . . Miles.	{ 1st half 2nd „	... ...	19'31 19'31	......	......	......	......	......	......
	(b) $\frac{1}{40}$ to $\frac{1}{80}$. . . „	{ 1st half 2nd „	4'04 4'04	2'36 2'36	... ...	18 18	1'34 1'34	......	......	......
	(c) $\frac{1}{20}$ to $\frac{1}{40}$. . . „	{ 1st half 2nd „	12'46 12'46	62'10 62'10	... ...	48 48	0'24 0'24	... ...	... ...	0'11 0'18
	(d) $\frac{1}{10}$ to $\frac{1}{20}$. . . „	{ 1st half 2nd „	103'16 103'16	492'22 492'22	10'40 10'40	207'25 207'25	5'83 5'83	0'55 0'55	1'54 1'54	9'10 9'10
	(e) $\frac{1}{5}$ to $\frac{1}{10}$. . . „	{ 1st half 2nd „	107'80 107'80	202'45 202'45	24'25 24'25	128'50 128'50	12'89 12'89	0'75 0'75	3'58 3'58	30'52 29'46
5	Steepest gradient worked—									
	(a) Length . . . „	{ 1st half 2nd „	0'98 0'98	5'85 5'85	7'20 7'20	0'75 0'75	1'34 1'34	0'14 0'14	0'40 0'40	0'11 0'18
	(b) Inclination . . . „	{ 1st half 2nd „	$\frac{1}{80}$ $\frac{1}{80}$	$\frac{1}{37}$ $\frac{1}{37}$	$\frac{1}{900}$ $\frac{1}{900}$	$\frac{1}{60}$ $\frac{1}{60}$	$\frac{1}{80}$ $\frac{1}{80}$	$\frac{1}{104}$ $\frac{1}{104}$	$\frac{1}{160}$ $\frac{1}{160}$	$\frac{1}{100}$ $\frac{1}{100}$
No. II. FINANCIAL RESULTS.										
6	Percentage of net earnings (in- cluding steam-boat traffic) on capital outlay . . . Per cent.	{ 1st half 2nd „	4'52 3'79	4'60 2'38	2'69 2'05	1'42 1'44	(e)4'89 (e)3'25	(f)2'47 (f)1'50	1'67 1'03	3'76 3'60
7	Percentage of net earnings on paid up capital . . . „	{ 1st half 2nd „	... ...	4'41 2'29	2'73 2'08	(c)1'40 (c)1'42	5'30 3'56	... ...	1'42 0'83	......
No. III. OUTLAY, EARNINGS AND EX- PENSES. (Exclusive of Steam-boat Service.)										
8	Capital outlay per mile open. Rs.	{ 1st half 2nd „	2,13,261 2,13,782	2,00,204 2,01,299	1,65,728 1,66,206	1,30,112 1,30,344	1,93,444 1,95,123	(f)1,97,055 (f)1,99,558	1,08,970 1,08,397	1,28,511 1,29,689
9	Total earnings per mile open per week . . . „	{ 1st half 2nd „	584 506	558 374	400 346	171 171	625 471	(f)410 (f)351	200 153	314 302
10	Total working expenses per mile open per week . . „	{ 1st half 2nd „	199 187	252 217	220 208	98 97	252 230	(f)213 (f)235	124 107	125 121
11	Total earnings per train-mile „	{ 1st half 2nd „	5'13 4'79	4'22 3'99	4'17 3'96	3'48 3'39	6'37 5'49	(f)4'84 (f)3'85	4'06 3'31	4'58 4'43
12	Total working expenses per train-mile . . . „	{ 1st half 2nd „	1'73 1'78	1'91 2'32	2'29 2'38	2'00 1'93	2'57 2'57	(f)2'52 (f)2'58	2'53 2'32	1'83 1'77
13	Net earnings per train-mile . „	{ 1st half 2nd „	3'40 3'01	2'31 1'67	1'88 1'58	1'48 1'46	3'80 2'92	(f)2'32 (f)1'27	1'53 0'99	2'75 2'66
14	Cost per 1,000 gross ton-miles moved (freight and dead weight) . . . „	{ 1st half 2nd „	4'78 5'00	6'86 8'95	7'25 7'47	7'94 7'71	6'52 6'84	(f)9'67 (f)9'19	7'26 7'98	4'71 4'37
15	Percentage of total working ex- penses upon total earnings. Per cent.	{ 1st half 2nd „	33'64 37'08	45'25 58'12	54'84 60'09	57'54 56'82	40'37 46'73	(f)52'13 (f)67'09	62'29 69'85	40'00 39'87
16	Percentage of total working ex- penses upon total earnings, excluding from both sides of the account the charges for carriage of revenue stores „	{ 1st half 2nd „	34'02 35'33	43'44 56'22	53'87 59'18	57'07 56'30	38'99 45'09	(f)51'25 (f)66'63	61'07 68'49	39'06 39'01

(a) Includes State branches and Tarakeswar Railway.

(b) Includes the Ghod-Mannah, Jamnagar, Amrohi and Bhopal Railways. The latter is worked, but not maintained, by the Company.

(c) Includes all lines worked, but not maintained, by the Company.

APPENDIX A.

1

—continued.

RAILWAYS,—Part II.

Half-years ended 30th June and 31st December 1885

NARROW GAUGE.														1885.	Progressive number.
Punjab Northern.	Nizam's.	South Indian. (j)	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Chhattisgarh.	Burma.	Northern Bengal.	Tirhoot.	Cawnpore-Achnera.	Bhāvna-gar-Gondal.			
(h) 5' 6" (h) 5' 6"	5' 6" 5' 6"	3' 3 3/8" 3' 3 3/8"	3' 3 3/8" 3' 3 3/8"	3' 3 3/8" 3' 3 3/8"	3' 3 3/8" 3' 3 3/8"	3' 3 3/8" 3' 3 3/8"	3' 3 3/8" 3' 3 3/8"	3' 3 3/8" 3' 3 3/8"	3' 3 3/8" 3' 3 3/8"	3' 3 3/8" 3' 3 3/8"	3' 3 3/8" 3' 3 3/8"	3' 3 3/8" 3' 3 3/8"	1st half 2nd "	1	
446'75 446'75	(i) 120'44 (i) 120'44	662 662	285'36 303'00	214 316	1,411'18 1,411'18	139'75 139'75	149 149	254 327	249'25 249'25	226 226	248'47 249'82	193'21 193'21	1st half 2nd "		2
53 53	15 15	102 103	36 42	23 36	191 191	20 20	20 20	42 53	31 31	35 37	39 40	27 27	1st half 2nd "	3	
10'62 10'62	... ...	... ...	... ...	... ...	3'40 3'40	... ...	... ...	... ...	... ...	... ...	... ...	... ...	1st half 2nd "		4
35'97 35'97	... ...	... ...	... 0'74	... ...	0'23 0'23	45'41 45'41	... ...	... ...	... ...	... ...	... ...	... ...	1st half 2nd "	5	
54'07 54'07	2'73 2'73	9'61 9'61	... ...	58'51 78'26	18'75 18'75	38'27 38'27	... ...	... ...	... ...	... ...	... ...	0'15 0'15	1st half 2nd "		6
55'54 55'54	68'50 68'50	91'53 92'02	0'18 ...	19'30 41'66	301'20 301'20	10'87 10'87	53'82 53'82	6'64 6'64	9'12 9'12	3'10 3'10	0'46 0'46	45'51 45'51	1st half 2nd "	7	
14'87 14'87	5'07 5'07	64'09 65'01	0'19 ...	7'35 16'03	134'03 134'03	4'84 4'84	20'63 20'63	15'34 22'52	0'96 0'96	1'07 1'07	4'46 4'64	23'03 23'03	1st half 2nd "		8
0'35 0'35	1'14 1'14	2'53 2'53	0'18 0'74	58'32 78'26	3'40 3'40	1'05 1'05	1'52 1'52	0'90 0'90	0'87 0'87	0'24 0'24	0'46 0'46	0'15 0'15	1st half 2nd "	9	
1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1/10 1/10	1st half 2nd "		10
1'20 0'73	1'17 1'20	1'86 1'56	2'12 1'07	0'26 0'51	3'73 3'23	1'45 1'78	4'44 0'24	2'30 —0'21	0'79 2'17	1'54 0'95	0'80 0'20	3'24 0'89	1st half 2nd "	11	
... ...	1'17 0'91	1'88 1'60	2'16 1'03	0'09 0'20	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	1st half 2nd "		12
1,63,306 1,63,517	1,74,681 1,75,585	66,505 67,313	58,240 (k) 57,944	70,866 57,900	76,744 77,003	43,652 44,729	69,018 70,499	83,985 81,137	83,086 83,573	61,605 61,722	43,131 43,101	47,237 48,551	1st half 2nd "	13	
184 145	183 173	135 133	78 67	54 69	232 216	55 64	257 109	197 102	140 166	107 90	75 66	123 72	1st half 2nd "		14
110 99	106 94	85 90	28 43	47 56	117 117	30 32	136 102	116 109	113 97	70 67	62 62	61 55	1st half 2nd "	15	
3'52 3'33	3'31 3'06	2'61 2'47	1'96 1'92	2'32 2'20	3'00 2'80	2'89 3'10	3'86 3'02	3'74 2'35	2'38 3'19	2'59 2'55	1'80 1'96	3'32 2'67	1st half 2nd "		16
2'06 2'26	1'92 1'67	1'64 1'67	0'70 1'23	2'01 1'81	1'52 1'51	1'55 1'57	2'04 2'83	2'21 2'51	1'03 1'87	1'70 1'91	1'48 1'85	1'65 2'04	1st half 2nd "	17	
1'46 1'07	1'39 1'39	0'97 0'80	1'26 0'69	0'31 0'39	1'48 1'29	1'34 1'53	1'82 0'19	1'53 —0'16	0'45 1'32	0'89 0'64	0'32 0'11	1'67 0'63	1st half 2nd "		18
8'40 8'50	8'85 7'75	11'13 11'36	4'47 6'96	14'91 13'05	7'94 7'77	10'87 10'42	10'19 15'34	11'03 16'50	12'59 10'46	10'47 11'50	10'53 12'57	10'72 15'26	1st half 2nd "	19	
58'39 67'91	57'91 54'56	62'87 67'80	35'59 64'31	86'45 82'38	50'58 53'95	53'88 50'62	52'99 93'70	58'99 106'87	81'11 58'54	65'65 74'89	82'04 94'53	49'73 76'40	1st half 2nd "		20
58'08 67'58	57'14 53'84	61'92 67'05	34'58 63'67	86'35 81'72	49'38 52'73	53'43 50'21	52'11 93'51	58'51 107'19	80'15 57'72	65'32 74'58	81'49 94'45	49'52 76'38	1st half 2nd "	21	

(g) Includes 7'07 miles of foreign line worked over by the State.

(h) The salt line is on 3' 3 3/8" gauge.

(i) Includes 2'34 miles run over twice by each train.

(j) Includes the Pondicherry Railway excepting items 8, 9 and 10.

APPENDIX
STATISTICS OF INDIAN

half-years ended 30th June and 31st December 1885.

Progressive number.	HEADINGS.	1885	BROAD GAUGE.							
			East Indian.	Great Indian Peninsula.	Sind, Punjab and Delhi.	Madras.	Bombay, Baroda and Central India.	Eastern Bengal.	Oudh and Rohilkhand.	Indus Valley.
17	No. III.—OUTLAY, EARNINGS AND EXPENSES— <i>contd</i> (Inclusive of Steam-boat Service) Percentage of total working expenses on total earnings (for details, see Table No VII) <i>Per cent.</i>	1st half	33 67	45 25	54 91	57 54	40 37	(c) 55 51	62 29	40 68
		2nd "	37 11	58 12	60 16	56 82	46 73	(c) 67 97	69 85	41 03
18	No. IV. DIVISION OF EXPENDITURE BETWEEN COACHING & GOODS TRAFFIC. Total Working Expenses for both coaching and goods traffic, excluding steam-boat expenses, and after deducting telegraph and sundry receipts and leaving only the balance of payments to other lines for mileage, &c. <i>Rs.</i>	1st half	82,61,675	96,27,667	78,32,192	21,28,614	29,01,520	12,27,837	18,24,364	20,94,776
		2nd "	78,09,435	84,04,056	36,36,503	21,14,749	25,47,306	14,01,228	15,94,527	20,14,298
19	Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead-load).	1st half	21,55,193	18,25,188	10,89,368	7,26,292	6,30,563	5,54,687	5,11,859	2,90,145
		2nd "	21,75,117	23,40,790	9,01,290	7,30,765	7,03,155	4,76,615	6,50,596	2,87,957
20	Coaching	1st half	61,06,482	78,02,479	27,42,824	14,07,322	22,70,957	6,73,150	13,12,505	18,04,631
		2nd "	56,34,335	60,63,266	27,35,213	13,83,364	18,43,351	9,44,413	9,43,931	17,26,341
21	No. V. COACHING TRAFFIC GROSS RECEIPTS AND TRAIN-MILEAGE— Receipts from coaching traffic <i>Rs.</i>	1st half	73,98,374	30,19,232	26,91,485	15,85,495	18,81,621	(c) 11,37,717	11,09,179	11,21,586
		2nd "	66,49,084	39,55,402	19,99,080	16,34,182	19,35,578	(c) 8,6,283	10,22,747	9,56,719
22	Coaching train-miles run . <i>No.</i>	1st half	1,848,596	1,420,689	6,6,756	456,657	448,860	(c) 300,118	237,416	190,654
		2nd "	1,87,566	1,421,150	586,052	471,240	479,767	(c) 235,661	347,031	2,87,711
23	Average coaching receipts per train-mile <i>Rs.</i>	1st half	4 00	2 76	4 11	3 47	4 19	(c) 3 77	4 67	5 88
		2nd "	3 64	2 78	3 41	3 47	4 03	(c) 3 01	2 97	4 37
24	UNITS AND UNIT-MILEAGE— Number of units carried one mile— 1st class <i>Unit-miles</i>	1st half	3,347,582	2,888,075	1,548,292	1,182,081	1,165,661	(c) 617,885	(d) 895,943	389,771
		2nd "	3,287,583	3,227,166	1,454,078	1,302,030	1,087,359	(c) 531,502		382,683
25	2nd "	1st half	13,072,994	14,873,550	7,224,219	3,399,253	5,166,983	(c) 1,236,860	(d) 1,033,317	2,377,690
		2nd "	13,382,972	17,472,611	5,393,263	2,909,908	4,812,217	(c) 1,161,012		2,238,534
26	3rd or Intermediate class	1st half	13,116,747	(a) 26,402,488	1,552,014		26,076,430	(c) 5,133,638	(e) 1,704,044	
		2nd "	12,978,233	(a) 28,156,793	1,619,445		27,611,260	(c) 7,255,152	(e) 1,669,982	...
27	4th or Lowest "	1st half	424,901,629	(b) 172,487,444	146,219,620	116,324,899	85,905,043	(c) 67,077,245	(f) 174,172,130	63,016,528
		2nd "	381,658,060	(b) 182,911,534	119,937,996	125,034,799	91,553,399	(c) 44,730,988	(f) 67,177,709	66,396,172
28	Total passenger unit-mileage	1st half	454,438,952	216,651,557	156,544,145	120,907,133	118,314,117	(c) 74,065,628	76,772,117	65,785,989
		2nd "	411,306,848	231,768,104	128,404,782	129,246,737	125,064,235	(c) 53,678,654	69,881,008	69,017,389
29	Other coaching traffic <i>Ton-miles</i>	1st half	6,355,192	4,617,598	3,778,020	1,335,125	1,346,711	(c) 450,231	408,596	2,374,849
		2nd "	5,183,190	3,822,806	1,520,936	1,402,438	1,096,548	(c) 301,064	391,973	713,270
30	Average sum received for carrying a unit one mile— 1st class <i>Pies.</i>	1st half	14 47	10 76	9 92	14 90	10 27	9 54	(d) 9 00	10 13
		2nd "	14 31	10 81	10 07	13 09	10 28	12 58		10 27
31	2nd "	1st half	4 92	3 72	3 61	5 96	4 79	4 91	(d) 9 00	3 32
		2nd "	5 09	3 59	3 91	5 85	4 91	6 28		3 47
32	3rd or Intermediate class	1st half	3 64	(a) 2 99	4 00	..	2 85	3 30	(a) 3 00	
		2nd "	3 64	(a) 2 99	4 00	..	2 88	3 17	(e) 3 54	
33	4th or Lowest "	1st half	2 51	(b) 2 46	2 42	1 87	2 30	2 47	(f) 2 50	2 28
		2nd "	2 50	(b) 2 43	2 44	1 85	2 40	2 46	(f) 2 50	2 27

(a) Third class by mail trains.
(b) Do, by other than mail trains.
(c) Includes Bengal Central Railway.

continued.

ILWAYS,—Part II—continued.

Half years ended 30th June and 31st December 1885

NAIPOW GAUGE.														1885.	Pre- serving Number
Arab burn	Nizam's	South Indian.	Bengal and North- Western	South in Mahratta	Rajputana- Malwa	My ore	Nagpur- Chhattis- garh	Burma	Northern Bengal	Firhoot	Cawnpore- Alichnara	Bhawanagar- Gondal			
58 51 67 31	57 31 54 56	6 87 67 80	3 33 64 00	5 45 6 35	50 55 53 35	53 8 50 62	5 11 35 76	58 11 100 57	8 31 6 105	68 04 7 50	9 04 94 53	5 44 76 40	1st half and "	17	
8,703 61,514	3,11,814 2,01,456	14,14,465 15,03,222	1,54,168 3,06,815	2,54,770 4,50,345	41,96,720 41,70,132	1,03,000 1,12,422	5 21 920 3 5,591	7 24,589 9,06,315	7,10,645 6,66,934	3,81,148 3,81,754	3,76,619 3,71,561	2 07,103 - 65,553	1st half and "		18
49,465 30,244	1,11,111 1,31,331	6,40 871 0,5,654	57,400 1,33,565	87 610 1,56,164	9 11 911 0,30,014	47,364 45,822	83 459 1,17,533	3,11 512 5,03,459	2,55,191 1,03,734	1,72,051 2,03,715	2,01 346 1,0,484	1,16 522 1,13,560	1st half and "	19	
10, 14 13, 20	1,75,400 1,56,022	7,73 641 5, 3,565	1,06,768 1,93,250	1 07 130 3 00,181	32,36,515 3,31,030	56,625 63 650	4 38 461 2,71,755	4,12,717 3,44,050	4,55 454 4,66,140	2,17,007 1,75,169	1,75,733 1,75,733	1,80,071 1,01,717	1st half and "		20
16,254 17,540	2 02,545 2,20,070	13 00 447 1,30,020	2,31,774 2,01,020	1 14 412 2, 1, 55	2 85 850 2,31,552	1 0 255 1,44, 20	1,18,874 1,05,7 3	7,18,007 2,53,125	3,33,7 7 3,4, 116	2,81,809 2,55,096	3,60,851 2,41,059	2 53 761 2,39,017	1st half and "	21	
113,559 107,503	85,045 57,315	375,141 391,104	92,953 113,530	17,742 88,206	937 034 255,576	35,015 35,026	16,3 4 48,511	155 715 250 454	1 11 344 1, 5,330	110,187 113,930	1,56,550 110,521	50,816 91,737	1st half and "		22
3 56 3 00	2 35 2 52	3 47 3 14	2 49 2 30	2 40 2 54	2 44 2 4	3 35 3 10	2 50 2 4	3 51 2 21	2 40 2 73	2 60 2 7	1 07 2 5	2 02 2 61	1st half and "	23	
786,330 514,016	191,847 174,599	386,206 343,889	61,133 60,257	34,961 79,651	1,065,015 1,255,016	76,713 81,946	31,153 38,167	122,994 112,502	203,238 253,509	141,373 143,934	3 754 1,028	52,573 56,203	1st half and "		24
301,315 109,580	766,753 1,199,066	1,303,726 733,455	110,309 149,971	50,036 168,324	3,612,923 5,131,337	277,398 264,620	80,335 239,616	1,124,445 1,131,560	50 1,331 608,317	159,033 103,134	120,120 127,070	2,3,013 217,75	1st half and "	25	
307,555 227,961	(a) 1,752,021 (a) 5,63,365	.. 1,717,883	95,021 82,576	.. ..	3,206,231 3,666,047	.. ..	139,530 205,150	.. ..	1,015,712 1,146,190	182,029 160,112	14,7,259 117,420	.. ..	1st half and "		26
130,707 193,044	(b) 10,003,281 (b) 7,855,190	115,024,743 106,775,969	16,126,325 18,298,049	7,134,705 14,270,335	170,450,123 169,607,534	6,458,246 8,115,280	6,603,055 8,034,556	4,013,806 5,137,536	10,340,028 15,559,5 9	24,704,352 22,002,447	21,793,203 21,517,550	16,435,764 14,593,413	1st half and "	27	
715,987 104,607	13,713,902 14,868,226	116,714,765 109,574,199	16,392,788 18,591,153	7,219,702 14,535,343	178,314,292 179,680,235	6,812,387 8,461,840	9,566,573 9,117,502	13,261,245 32,351,900	21, 08,270 20,62,7535	25,186,703 22,535,067	24,003,836 22,022,708	16,711,350 15,166,893	1st half and "		28
112,079 88,131	157,545 276,768	180,062 176,889	36,456 31,964	57,276 95,199	1,554,652 1,542,671	23,020 27,235	38,482 25,172	93,069 6,487	1,1,113 155,170	206,400 173,194	93,747 47,969	84,600 64,518	1st half and "	29	
9'86 9'89	15'30 13'73	11'56 10'84	15'88 15'74	17'60 16'88	14'15 11'90	10'08 9'98	14 51 14'38	14'19 20 94	14'75 15'30	15'04 15 95	14 81 14 97	13'82 14 46	1st half and "		30
3'42 3 52	4'01 3'33	3'88 5'26	8'66 7'94	8'56 6'09	4'12 3'87	4'71 4'50	6'49 3 44	4'70 4 52	6'47 6'73	7'62 7 93	5 04 6'21	6 88 7'13	1st half and "	31	
3'50 3'50	(a) 2'50 (a) 2'50	.. 3'00	4'25 4'25	.. ..	3'00 3 00	.. ..	3'95 3'09	.. ..	3'37 3 51	4'21 4'43	3'00 3 00	.. ..	1st half and "		32
2'33 2'36	(b) 2'00 (b) 2'00	2'00 2'00	2'50 2'50	2'40 2'50	2'03 2'03	2'99 2 91	2'00 1'99	3 00 3'0	2'38 2'38	2'75 2 75	2'00 2 00	2'60 2 73	1st half and "	33	

(a) Called "Upper."
(b) Called "Lower Reserved."

APPENDIX STATISTICS OF INDIAN

Half-years ended 30th June and 31st December 1885

number.	HEADINGS	1885	BROAD GAUGE.							
			East Indian.	Great Indian Peninsula	Sind, Punjab and Delhi	Madras.	Bombay, Baroda and Central India	Eastern Bengal	Oudh and Rohilkhand.	Indus Valley.
No. V.—COACHING TRAFFIC— <i>contd</i>										
UNITS AND UNIT-MILEAGE— <i>contd</i>										
Average sum received for carrying a unit one mile— <i>contd</i>										
34	Average for all classes <i>Pus</i>	{ 1st half 2nd „	2'70 2 7	2 72 2 70	2 56 2 61	2'11 2 05	2 68 2 67	2'63 2 74	2'59 2 62	2 35 2 35
35	Other coaching traffic per ton-mile „	{ 1st half 2nd „	3 73 30 60	35 41 34 97	31 11 32 24	36 95 34 46	31 04 34 52	50 39 59 67	35 14 37 13	25 39 30 09
Average number of units in a train—										
36	1st class <i>No</i>	{ 1st half 2nd „	1 81 1 80	2 03 2 27	2 36 2 48	2'59 2 76	2'60 2 27	2 06 1 96	{ (c) 3 77 (c) 2 96	{ 2 05 1 75
37	2nd „ „	{ 1st half 2nd „	7 07 7 32	10 47 12'29	11 00 9 21	7 44 6 18	11 51 10 03	4 12 4 06		
38	3rd or Intermediate class „	{ 1st half 2nd „	7 10 7 10	(a) 18 58 (a) 19 51	2 36 2 76	.	58 10 57 55	17 11 25 40	(d) 7'18 (d) 4 81	.
39	4th or Lowest „ „	{ 1st half 2nd „	221 85 21 5 54	(b) 11'1 41 (b) 128 71	222 64 204 65	254 73 265 33	191'38 190 83	223 50 156 59	(e) 312 41 (e) 193 56	330 53 303 50
40	Total passenger units „	{ 1st half 2nd „	245 83 225 06	15' 19 163 05	238 36 219 10	264 76 274 27	263 59 260 05	246 79 187 91	323 36 201 37	345 05 315 45
41	Other coaching traffic <i>Tons</i>	{ 1st half 2nd „	3 44 2 51	3 25 2 69	5 75 2 60	2'02 2 96	3 00 2 29	1 50 1 05	1'72 1 13	12 16 3 26
VEHICLES AND VEHICLE-MILEAGE—										
Number of coaching vehicles hauled one mile—										
42	1st class <i>Vehicle miles</i>	{ 1st half 2nd „	2,043 62 3,015 12	2,332,700 2,94,060	531,860 864,310	766,210 757,021	662,409 6,55,614	390,150 316,310	{ (c) 827,975 (c) 862,119	{ 437,297 483,985
43	2nd „ „	{ 1st half 2nd „	3,101 407 3,176,611	3,030,302 3,155,221	765,677 745,905	807 287 844,900	839,910 951,624	334 816 365,210		
44	3rd or Intermediate class „	{ 1st half 2nd „	2,039 473 2,30,311	(a) 2,054,407 (a) 2,271,375	597,619 654,003	.	{ 4,545,234 4,975,058	{ 940,463 1,002,771	(d) 540,116 (d) 641,946	.
45	4th or Lowest „ „	{ 1st half 2nd „	21,148,083 19,405,316	(b) 117,117 (b) 156,708	6,191,008 5,163,274	4,260,473 4,510,962			(e) 3,973,641 (e) 3,551,006	3,387,224 3,912,454
46	Other vehicles „	{ 1st half 2nd „	3,562,643 3,545,770	2,357,985 2,111,707	2,259,249 1,421,565	873,779 872,916	750,772 734,341	922,916 829,434	576,568 596,600	458,639 413,311
47	Brake-vans „	{ 1st half 2nd „	4,218,055 4,706,735	3,045,219 2,970,547	1,420,714 1,365,606	1,107,975 1,144,458	678,282 659,983	114,820 107,859	440,424 577,433	364,915 429,443
48	Total „	{ 1st half 2nd „	37,022,183 35,740,401	21,837,759 21,246,241	12,136,036 10,254,334	7,815,724 8,130,263	7,536,507 8,020,350	4,667,426 4,214,284	6,358,724 6,531,304	5,104,827 5,057,933
Average number of vehicles in a coaching train—										
49	1st class <i>No.</i>	{ 1st half 2nd „	1'59 1'66	1'57 1 61	1'36 1 48	1'68 1'61	1'48 1'45	1'30 1'11	{ (c) 3'49 (c) 2 48	{ 2'29 2'21
50	2nd „ „	{ 1st half 2nd „	1'68 1'74	2'13 2 21	1'16 1'28	1'77 1'79	2'00 1'98	1'12 1'29		
51	3rd or Intermediate class „	{ 1st half 2nd „	1'10 1'26	(a) 1'45 (a) 1'60	0'91 1'11	.	{ 10'13 10'38	{ 3'13 3 51	(d) 2'27 (d) 1'85	.
52	4th or Lowest „ „	{ 1st half 2nd „	11'44 10'62	(b) 6'42 (b) 5 95	9'43 8 84	9'33 9'57			(e) 16'74 (e) 11'10	17'77 17 88
53	Other vehicles „	{ 1st half 2nd „	1'93 1'94	1'66 1'49	3'44 3'43	1'91 1 85	1'67 1'53	3'08 2'90	2'43 1'73	2'41 1'89
54	Brake-vans „	{ 1st half 2nd „	2'28 2'34	2'14 2'09	2'18 2'36	2'43 2'43	1'51 1'38	0'38 0'38	1'85 1'66	1 91 1'66
55	Total „	{ 1st half 2nd „	20'02 19'56	13'37 14'25	18'48 17'50	17'12 17'25	16'79 16'72	15'55 14'75	26'78 18'82	26'78 25 86

(a) Third class by mail trains

(b) By other than mail trains

APPENDIX A.

A—continued

RAILWAYS,—Part II—continued.

Half-years ended 31st June and 31st December 18

NARROW GAUGE														1885	Progressive
Punjab Northern	Nizam's	South Indian.	Bengal and North-Western	Southern Mahāratta	Rajputana-Malwa	Mysore	Nagpur-Chhattisgarh	Burma	Northern Bengal	Unhott	Cawnpore-Achnera	Bhavnagar-Gondal			
2 53 2 50	2 30 2 44	2 05 2 06	2 00 59	2 61 2 62	2 17 2 17	3 15 3 04	2 11 2 11	3 05 3 12	2 71 2 70	1 55 1 50	2 04 2 05	2 70 2 84	1st half 2nd "	}	
44 45 30 55	40 83 21 50	56 27 55 90	50 63 62 35	51 73 51 04	33 92 35 59	72 12 73 35	52 57 67 37	50 97 55 22	40 53 55 75	30 82 32 07	40 43 50 71	43 03 45 70	1st half 2nd "		
2 51 1 32	2 13 2 00	1 03 0 55	0 60 0 53	0 73 0 50	1 14 1 31	2 15 2 15	0 74 0 71	0 15 0 45	2 07 2 02	1 55 1 26	0 24 0 21	0 60 0 61	1st half 2nd "	}	
12 41 8 11	8 11 13 73	3 47 1 57	1 13 1 32	1 05 2 13	3 56 5 37	7 79 6 90	1 15 4 91	5 36 4 55	4 21 5 33	1 44 1 43	0 98 1 15	2 57 2 37	1st half 2nd "		
2 89 3 47	(a) 20 73 (a) 04 50	4 33	1 02 0 73		3 42 3 55		3 01 4 23		7 13 9 15	1 65 1 46	1 18 1 06		1st half 2nd "	}	
170 01 155 71	(a) 127 91 (b) 15 13	306 62 273 32	173 49 161 17	149 44 161 75	151 90 177 11	151 31 13 41	207 05 177 92	22 51 124 3	137 18 115 09	224 1 133 64	173 51 130 55	181 32 162 24	1st half 2nd "		
1 0 82 (21	150 71 170 22	311 12 250 10	176 36 103 75	151 2 104 78	100 32 157 97	191 25 2 2 5	212 71 157 35	221 20 122 2	150 15 104 59	229 55 107 71	176 01 133 35	192 49 105 22	1st half 2nd "	}	
4 15 2 20	1 55 3 17	0 18 0 45	0 55 0 25	1 0 1 05	1 66 1 61	0 65 0 7	0 53 0 52	0 41 0	1 07 1 1	1 57 1 52	0 47 0 43	0 98 0 70	1st half 2nd "		
470 57 4 15 25	115 71 115 310	476 650 125 511	12 3688 119 505	51 66 135 516	1,631,071 1,714,252	58,700 67,446	100,047 71,554	255 565 225 531	255 001 255 530	185,537 171,529	152 812 145,610	108,579 118,792	1st half 2nd "	}	
44 00 412 577	215 150 217 521	682 711 721 555	101 16 101 615	41 11 101 744	1,317,115 1,417,755	90 15 90 57	100,614 100 121	1 55 0 613 275	225 030 225 112	155,531 161 155	171 110 133 744	111 311 112 151	1st half 2nd "		
208 151 300 305	2 65 8 54 355	544 014	34 777 100 751		1,075,779 1,036,750	...	11 7,760 147 17		1 14 5 220 100	115 155 144 531	170 3 0 112 507		1st half 2nd "	}	
17 375 25 550		1,781,502 4 70 300	1,333,407 202 102	5 5,273 954 735	11,376 521 10,905 516	353 65 40 447	646 144 557 443	270 61 33 1451	1,133 36 1,111 495	1,511 111 1,111 111	1,155 361 1,155 361	1,123 380 1,077 601	1st half 2nd "		
412 339 541 051	110 407 157 710	1,250,012 1,145 523	60 339 100 036	8 536 140 625	1,225 552 1,315 191	6 30 2,005	37 65 357 6	271 74 315 75	261 301 255 155	254 155 257 455	55 8 64 160	15 073 82 053	1st half 2nd "	}	
500 605 77 555	159 42 100 415	55 505 141 456	207 550 350 065	61 600 95 700	2 60 762 2,627 474	46 040 52 731	61 5 8 90 9 3	47 24 547 91	207 54 17 537	222 521 34 440	255 053 157 155	2 08 33 247 177	1st half 2nd "		
5,013 1343 5,103 900	1,500 755 1,494 577	7,581 160 7,751 590	1,862 096 2,976 799	776 559 1,401 313	10,262 608 19,103 244	584 125 61 5970	1,157 055 1,033 167	1,080 15 520 34 175	2,012 050 2,7 35 11	2,013 774 2,772 541	2 807 5 3 2, 11 0 15	1,102 081 1,505 402	1st half 2nd "	}	
1 50 1 50	1 38 1 32	1 27 1 27	1 32 1 50	1 24 1 51	1 74 1 70	1 65 1 77	2 21 1 45	1 10 1 17	1 53 2 25	1 65 1 51	1 34 1 31	1 25 1 29	1st half 2nd "		
1 41 1 54	2 51 2 43	1 52 1 54	1 11 1 42	0 93 1 15	1 14 1 45	2 30 2 35	2 36 2 06	2 16 2 45	1 59 2 07	1 41 1 42	1 25 1 22	1 5 1 23	1st half 2nd "	}	
0 86 1 14	8 45 9 00	0 37 0 50	0 37 0 50		1 15 1 09	3 62 8 03			1 60 1 53	1 31 1 27	1 24 1 12		1st half 2nd "		
10 12 10 67		1 17 4 12 03	14 34 17 81	11 07 11 16	12 14 11 41	10 76 10 77	13 03 12 11	14 31 13 27	10 14 11 96	13 50 14 62	14 10 14 08	12 14 10 05	1st half 2nd "	}	
1 54 1 28	1 63 1 50	3 16 2 03	0 65 1 46	1 73 1 59	1 31 1 46	0 18 0 60	0 77 0 74	1 14 1 20	1 85 2 25	2 55 2 52	0 06 0 58	0 56 0 59	1st half 2nd "		
2 55 2 89	1 85 1 84	0 22 0 36	2 24 3 14	1 39 1 12	2 78 2 75	1 32 1 39	1 07 1 85	2 50 2 19	1 47 1 38	2 03 3 00	2 11 1 42	2 65 2 69	1st half 2nd "	}	
17 98 19 08	15 82 17 11	10 41 19 82	20 04 26 22	16 26 16 56	20 56 19 98	16 41 16 91	24 04 21 30	21 61 20 34	19 18 21 77	23 72 24 34	20 50 19 36	18 68 17 08	1st half 2nd "		

(c) Called "Upper."
(d) Called "Lower Reserved."

(e) Called "Lower."
(f) Apparently incorrect.

APPENDIX
STATISTICS OF INDIAN

Half-years ended 30th June and 31st December 1885

number.	HEADINGS	1885	BROAD GAUGE							
			East India	Great Indian Peninsula	Sind Punjab and Delhi	Madras	Bombay Baroda and Central India	Eastern Bengal	Oudh and Rohilkh ind.	Indus Valley.
No. V—COACHING TRAFFIC— — <i>contd</i>										
VEHICLES AND VEHICLE-MILEAGE— — <i>contd</i>										
Average earnings per coaching vehicle per mile—										
56	1st class. <i>Pies</i>	{ 1st half 2nd "	16 46 15 45	13 91 15 20	17 23 16 13	23 01 22 52	19 07 16 07	15 11 21 01	{ (d) 74 (d) 10 79	{ 9 03 8 12
57	2nd " "	{ 1st half 2nd "	20 63 21 45	18 77 20 01	34 04 25 18	25 05 20 16	27 48 24 91	15 13 19 79		
58	3rd or Intermediate class " "	{ 1st half 2nd "	23 39 20 55	(a) 38 41 (a) 37 07	10 39 9 90	50 98 51 20	61 62 60 05	18 02 2 94	(e) 46 (e) 9 21	{ 42 34 36 48
59	4th or Lowest " "	{ 1st half 2nd "	50 34 43 24	(b) 46 47 (b) 52 50	57 03 50 44			84 45 63 43	(f) 16 67 (f) 43 61	
60	Other vehicles " "	{ 1st half 2nd "	54 82 44 73	60 34 63 50	52 02 34 50	56 41 55 36	59 77 51 55	24 58 21 66	24 90 24 31	{ 130 96 51 93
Carrying capacity hauled one mile (excluding brakes)—										
61	1st class <i>Seats</i>	{ 1st half 2nd "	36,475,990 37,510,027	47,215,848 45,173,331	14,134,779 11,194,619	9,815,948 9,124,817	10,811,193 11,91,755	5,123,373 4,376,413	{ (d) 7,984,403 (d) 8,500,158	{ 3,546,731 3,731,892
62	2nd " "	{ 1st half 2nd "	73,775,873 72,513,545	9,111,558 96,051,390	15,307,301 17,085,295	27,715,201 25,455,555	35,285,174 37,733,476	5,611,811 6,111,456		
63	3rd or Intermediate class " "	{ 1st half 2nd "	104,381,476 120,350,07	(a) 90,151,477 (a) 106,035,124	21,514,81 3,740,665	33,070,87 17,459,550	231,39,357 319,771,63	56,47,786 60,116,60	(e) 5,075,506 (e) 5,677,810	{ 166,011,656 191,952,066
64	4th or Lowest " "	{ 1st half 2nd "	36,114,451 1,394,807	(b) 45,504,111 (b) 57,111,558	27,547,375 47,151,584			100,134,165 80,73,151	(f) 30,530,540 (f) 25,044,244	
65	Other vehicles <i>Tons</i>	{ 1st half 2nd "	45,118,511 45,513,557	1,053,581 11,545,557	14,224,086 5,130,712	4,530,582 4,134,179	3,13,21 3,071,559	2,56,274 3,706,35	5,200,296 5,443,425	{ 2,356,164 2,044,102
Percentage of freight upon capacity hauled—										
66	1st class <i>Per cent</i>	{ 1st half 2nd "	9 19 8 73	6 17 6 70	10 95 12 00	13 42 14 27	10 78 9 63	12 06 12 14	{ (d) 11 22 (d) 12 45	{ 10 99 10 23
67	2nd " "	{ 1st half 2nd "	17 7 17 7	16 09 18 07	30 46 35 70	1 6 10 24	14 64 12 73	22 04 18 52		
68	3rd or Intermediate class " "	{ 1st half 2nd "	12 57 10 81	(a) 7 30 (a) 6 37	7 21 6 88	49 79 50 53	35 44 37 26	9 10 12 00	(e) 6 57 (e) 6 50	{ 37 90 34 59
69	4th or Lowest " "	{ 1st half 2nd "	34 37 33 55	(b) 40 25 (b) 46 03	53 75 47 53			66 46 55 54	(f) 32 17 (f) 29 18	
70	Other vehicles " "	{ 1st half 2nd "	14 09 10 62	38 31 33 55	26 56 27 70	20 47 31 21	43 12 53 04	17 57 10 66	7 86 7 20	(g) 100 79 34 89
WEIGHT OF TRAIN AND TON-MILEAGE—										
Gross ton-mileage of all coaching trains—										
71	Freight <i>Ton-miles.</i>	{ 1st half 2nd "	34,016,882 30,260,764	18,020,685 18,207,429	13,377,095 9,391,251	8,704,859 9,267,521	8,595,524 8,740,141	(c) 4,943,621 (c) 3,500,204	5,050,761 4,626,166	{ 6,385,153 4,911,391
72	Dead-weight " "	{ 1st half 2nd "	416,911,503 405,030,041	248,193,163 243,266,118	136,513,509 111,178,569	82,702,251 85,569,572	88,146,026 94,136,936	(e) 52,435,698 (e) 45,344,842	65,422,012 70,903,297	{ 56,480,492 63,429,120
73	Total " "	{ 1st half 2nd "	450,928,385 435,290,805	266,222,848 261,473,547	150,190,594 120,569,840	91,407,110 94,837,093	96,741,550 102,777,077	(c) 57,379,310 (c) 51,911,106	70,472,773 81,529,463	{ 62,865,645 68,343,511
Average weight of a coaching train—										
74	Freight <i>Tons.</i>	{ 1st half 2nd "	18 40 16 56	12 69 12 81	20 37 16 02	19 06 19 67	19 15 18 22	16 47 12 48	21 27 13 33	{ 33 49 22 46
75	Dead-weight " "	{ 1st half 2nd "	225 53 221 62	174 70 171 18	208 32 189 71	181 11 181 58	196 38 196 21	174 71 169 24	275 56 221 60	{ 206 25 289 94
76	Total " "	{ 1st half 2nd "	243 03 236 18	187 39 183 99	228 69 205 73	200 17 201 25	215 53 214 43	191 18 181 72	206 83 234 93	{ 320 74 312 40

(a) 3rd class by mail trains.

(b) Do. by other than mail trains.

(c) Excludes Bengal Central Railway.

(d) Called "Upper."

A—continued.

RAILWAYS,—Part II—continued

Half-years ended 30th June and 31st December 1885

NARROW GAUGE														1885	Progressive number
Punjab Northern	Nizam's	South Indian	Bengal and North-Western	Southern Malhatta	Rajputana Malwa	Mysore	Nagpur-Chhattisgarh	Burma	Northern Bengal	Tirhoot	Cawnpore-Arnara	Bhavnagar-Gondal			
16 48 1-23	24 71 20 79	9 37 7 52	7 91 5 55	10 44 9 93	9 24 8 76	13 17 12 12	4 71 7 04	8 37 5 03	16 77 13 37	17 14 13 36	2 60 3 20	6 69 6 84	1st half 2nd "	5	
30 38 19 01	14 24 18 43	7 41 5 34	9 15 7 37	9 63 11 7	11 60 14 02	14 72 14 05	5 20 5 24	12 64 8 35	17 23 17 37	7 50 5 03	4 17 5 94	13 79 13 78	1st half 2nd "		5
11 84 10 60	36 40 35 34	9 46	11 78 3 50		9 92 10 67		3 20 4 30		15 10 17 54	5 28 4 57	2 59 2 40		1st half 2nd "	5	
41 58 41 76		48 11 45 40	30 24 22 62	33 67 30 20	30 40 31 52	50 47 57 05	29 65 29 33	46 64 25 10	37 20 29 50	25 44 23 18	23 97 27 06	38 11 40 36	1st half 2nd "		5
120 31 63 43	84 80 65 50	8 07 8 64	30 59 12 00	37 85 34 96	43 04 39 26	263 15 87 26	56 61 46 06	17 46 0 06	28 53 32 30	26 72 23 54	*290 30 42 40	74 53 35 92	1st half 2nd "	6	
3,717,717 3,445,114	950,336 924,480	7,530,668 7,112,629	941,982 1,305,434	474,118 1,054,132	16,280,738 17,246,651	930,000 1,029,136	1,272,564 1,004,569	1,844,731 2,474,063	1,557,755 1,973,002	2,266,516 2,99,670	2,94,710 1,75,680	868,632 1,36,712	1st half 2nd "		6
4,371,120 4,015,256	3,857,748 4,135,519	20,300,076 22,775,072	535,104 1,29,926	711,760 1,67,596	18,077,711 18,764,326	2,238,369 1,834,792	1,301,100 1,419,516	7,647,675 11,513,012	1,565,659 2,741,109	2,444,762 2,541,758	2,47,678 1,96,055	2,448,542 2,474,758	1st half 2nd "	6	
6,077,706 7,403,130	5,326,700 5,741,550	14,116,116	616,104 2,759,544		25,890,600 2,916,395		4,006,740 3,827,612		4,570,780 5,478,400	2,613,510 2,601,612	4,255,000 3,671,675		1st half 2nd "		6
137,607,858 124,222,155		112,318,860 169,461,044	42,603,074 64,252,350	16,104,736 31,511,720	364,048,67 348,151,575	15,330,600 13,107,304	10,346,623 18,328,374	90,848,055 122,833,672	46,571,140 48,544,736	50,290,007 54,536,042	6,531,552 49,009,325	35,048,352 32,351,552	1st half 2nd "	6	
3,336,637 2,553,036	516,772 591,450	3,956,021 3,677,555	713,750 818,772	176,970 30,567	5,560,773 2,558,307	11,012 3,504	665,017 732,356	1,05,860 1,215,250	667,177 615,262	1,122,751 1,44,996	10,143 5,668	701,407 1,301,740	1st half 2nd "		6
21 15 14 91	20 18 18 93	5 13 4 83	6 47 4 62	7 37 7 15	6 54 7 25	5 17 7 19	2 71 3 50	6 67 4 51	18 82 12 98	6 24 6 86	1 52 1 83	6 05 4 30	1st half 2nd "	6	
8 02 51 03	19 72 28 97	4 45 3 25	13 0 11 60	7 03 11 57	20 05 7 35	17 30 14 42	6 57 16 85	14 70 9 53	38 28 21 36	6 51 6 42	4 04 6 71	9 11 8 78	1st half 2nd "		6
13 01 11 65	45 09 39 99	12 17	15 42 3 00		12 38 14 22		3 47 5 36		22 42 20 55	6 96 6 38	3 41 3 19		1st half 2nd "	6	
40 80 40 65	...	54 17 63 01	37 79 25 45	42 21 45 29	46 82 45 67	42 13 61 94	40 64 47 11	42 08 25 35	41 37 35 23	49 12 40 23	37 45 43 95	45 72 46 18	1st half 2nd "		6
38 63 20 61	30 46 40 50	4 55 4 81	4 90 3 91	33 50 31 46	7 96 26 59		5 78 3 14	8 51 5 15	22 65 25 22	17 31 13 93	(h) 9 45	12 07 4 96	1st half 2nd "	7	
5,124,320 3,895,359	1,004,568 1,199,547	7,224,474 6,770,760	1,024,675 1,152,843	492,857 974,453	12,360,569 12,176,313	440,381 543,517	613,641 578,546	2,716,172 2,032,538	1,457,733 1,411,347	1,726,539 1,534,354	1,513,110 1,377,576	1,003,043 981,125	1st half 2nd "		7
60,286,624 58,472,163	14,947,468 16,264,363	50,347,725 53,939,746	11,816,070 18,021,571	5,381,200 10,988,225	107,266,908 108,403,180	3,916,142 4,141,076	7,554,436 7,101,482	25,567,439 32,217,592	16,139,678 10,816,874	15,367,722 10,180,931	17,605,900 14,255,585	9,779,989 9,757,534	1st half 2nd "	7	
65,410,944 62,370,522	15,952,050 17,464,210	57,572,100 60,719,012	12,940,745 19,174,414	5,576,057 11,962,678	110,630,567 120,879,493	4,356,223 4,684,543	8,189,077 7,650,025	25,253,611 34,703,130	17,802,351 16,233,221	17,004,261 17,715,265	10,119,010 15,633,163	10,579,932 10,359,954	1st half 2nd "		7
16 34 14 57	11 68 13 74	10 26 17 33	11 02 10 15	10 32 11 04	11 20 13 05	12 37 14 29	13 06 11 93	14 39 8 11	10 28 11 30	15 67 13 40	11 05 12 43	12 60 10 69	1st half 2nd "	75	
192 26 418 53	173 92 186 20	134 21 137 92	127 12 158 74	112 76 124 55	114 49 113 41	100 06 108 90	162 87 146 39	135 40 128 70	116 31 134 18	139 47 141 02	128 61 128 63	112 65 106 30	1st half 2nd "		75
208 60 233 10	185 60 199 94	153 47 155 25	138 14 168 89	123 08 135 59	127 68 126 46	122 33 123 19	176 57 158 32	140 85 136 81	126 59 145 48	155 18 155 18	139 66 141 06	125 25 116 99	1st half 2nd "	75	

(a) Called "Lower Reserved."

(b) Called "Lower."

(c) This high percentage is due to an error in recording the mileage of certain vehicles conveying horses, &c., under Goods instead of under Coaching, which was discovered too late for correction in the half-yearly Revenue Accounts.

(d) The figures given in the Analysis are evidently wrong, being 333'00.

(e) Apparently incorrect.

APPENDIX
STATISTICS OF INDIAN

all-years ended 30th June and 31st December 1885.

		BROAD GAUGE.								
ber.	HEADINGS.	1885.	Last Indian.	Great Indian Peninsula.	Sind, Punjab and Delhi.	Madras.	Bombay, Baroda and Central India.	Eastern Bengal.	Oudh and Rohilkhand.	Indus Valley.
No. V.—COACHING TRAFFIC —contd.										
COST OF WORKING AND PROFITS—										
77	Average cost of hauling a coaching train one mile Rs.	1st half 2nd "	1'17 1'19	1'28 1'65	1'66 1'54	1'59 1'55	1'40 1'47	1'85 1'67	2'16 1'87	1'52 1'32
78	Average cost of hauling a coaching vehicle with its load one mile Pcs.	1st half 2nd "	12'61 13'27	18'65 24'60	17'23 19'50	20'79 20'08	17'65 18'30	23'39 22'29	16'61 20'98	11'75 10'57
Average cost of hauling a coaching unit one mile—										
79	Per passenger unit Pcs.	1st half 2nd "	0'82 0'91	1'19 1'45	0'96 1'13	0'98 0'93	0'91 0'97	1'18 1'40	1'19 1'67	0'75 0'74
80	Other traffic per ton "	1st half 2nd "	6'71 8'41	20'23 29'94	15'64 18'43	15'21 14'16	9'91 12'11	42'53 54'51	16'41 21'64	2'70 5'49
81	Average profit on working a coaching train one mile Rs.	1st half 2nd "	2'83 2'45	1'48 1'13	2'45 1'57	1'88 1'92	2'79 2'56	1'02 1'34	2'51 1'10	4'36 3'05
Average profit on working a coaching vehicle one mile—										
82	1st class Pcs.	1st half 2nd "	3'85 2'18	—4'74 —9'40	Nil —2'57	2'22 2'44	0'42 —2'29	—8'28 —1'28	(d)—6'87	—2'72 —2'45
83	2nd " "	1st half 2nd "	5'08 5'18	—0'38 —4'59	16'81 5'68	4'21 0'08	9'83 6'45	—5'26 —2'30	(d)—10'19	5'51 7'98
84	3rd or Intermediate class "	1st half 2nd "	10'78 7'31	(a)19'76 (a)12'47	—6'84 —9'00	() ()	() ()	—5'37 0'65	(e)—7'15 (e)—11'77	....
85	4th or Lowest " "	1st half 2nd "	37'73 35'97	(b)27'52 (b)27'90	39'50 36'94	30'10 31'21	43'37 41'09	61'06 47'14	(f)30'06 (f)22'03	30'59 27'91
86	Other vehicles "	1st half 2nd "	42'21 31'46	50'61 56'70	31'71 15'00	35'67 35'25	41'02 33'10	1'19 —0'63	8'29 3'33	119'21 41'36
Average profit on working a coaching unit one mile—										
87	Per passenger unit Pcs.	1st half 2nd "	1'88 1'81	1'53 1'25	1'60 1'48	1'13 1'12	1'77 1'70	1'45 1'34	1'40 0'95	1'60 1'61
88	Other traffic per ton "	1st half 2nd "	24'02 22'19	15'18 5'03	15'47 13'51	21'74 20'30	23'13 22'41	7'56 4'86	18'73 15'49	22'60 24'00
No. VI. GOODS TRAFFIC.										
GROSS RECEIPTS AND TRAIN-MILEAGE—										
89	Receipts from goods traffic Rs.	1st half 2nd "	1,76,02,054 1,50,64,066	1,75,80,701 1,06,23,607	44,40,511 41,02,005	21,55,752 21,17,194	54,90,454 36,17,027	(c)9,85,710 (c)12,39,012	17,98,200 11,37,401	41,82,104 42,08,744
90	Goods train-miles run No.	1st half 2nd "	3,116,446 2,785,686	3,717,607 2,279,107	1,099,082 1,009,913	640,503 660,860	728,404 547,020	(c)212,000 (c)208,774	520,023 382,515	977,697 903,438
91	Average goods receipts per train-mile Rs.	1st half 2nd "	5'65 5'41	4'73 4'66	4'04 4'12	3'37 3'20	7'54 6'60	(c)4'63 (c)4'01	3'40 2'97	4'38 4'37
UNITS AND UNIT-MILEAGE—										
92	Tons of goods carried one mile Ton-miles.	1st half 2nd "	558,186,701 490,414,789	411,362,723 246,802,591	130,106,384 134,539,202	52,174,741 53,155,778	133,447,003 108,458,070	(c)20,395,322 (c)33,212,020	66,475,971 42,544,745	138,243,357 154,834,943
93	Average sum received for carrying a ton one mile Pcs.	1st half 2nd "	6'05 5'90	8'21 8'26	6'55 5'94	7'93 7'65	7'90 6'40	9'28 7'16	5'19 5'13	5'91 5'22
94	Average number of Tons in a train Tons.	1st half 2nd "	170'11 176'05	110'65 105'29	118'38 133'22	81'46 80'43	183'20 197'94	95'89 123'57	125'66 111'22	141'40 160'71
VEHICLES AND VEHICLE MILEAGE—										
Number of goods vehicles hauled one mile—										
95	Loaded Vehicle miles.	1st half 2nd "	68,618,591 61,476,897	54,346,009 34,380,596	18,581,564 17,654,285	10,604,055 10,597,821	20,789,343 15,796,333	4,898,978 5,787,283	10,094,991 7,165,234	18,851,942 19,166,397
96	Empty "	1st half 2nd "	25,573,582 21,102,860	29,452,179 14,392,956	9,297,916 8,510,593	2,761,031 2,802,179	8,004,938 5,552,995	948,161 2,280,693	5,003,395 2,803,343	10,828,181 10,544,669
97	Brake-vans "	1st half 2nd "	2,877,276 2,507,643	7,181,513 4,492,863	1,001,128 905,677	1,217,971 1,278,890	573,076 441,967	174,907 238,040	748,407 560,653	1,250,338 1,230,690
98	Total "	1st half 2nd "	97,069,449 85,087,400	90,979,701 53,266,415	28,880,608 27,070,555	14,583,057 14,678,890	29,367,357 21,791,295	6,022,045 8,306,016	15,846,793 10,529,230	30,930,461 30,941,156

Third class by mail trains.
Do. by other than mail trains.

APPENDIX A.

1

A—continued.

RAILWAYS,—Part II—continued.

Half-years ended 30th June and 31st December 1885.

NARROW GAUGE.														1885.	Progressive num.
Punjab Northern.	Nizam's.	South Indian.	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Chhattisgarh.	Burma.	Northern Bengal.	Tirhoot.	Cawnpore-Achnera.	Bhāvnagar-Gondal.			
1'75 1'98	1'64 1 55	1'71 1'76	0'62 1'18	1'84 1 77	1'01 0'98	1'33 1'25	1'80 2 43	1'05 2 20	1'59 1'52	1'62 1'79	1'47 1'77	1'34 1'79	1st half 2nd "		
21'80 23'50	22'59 18 73	17'09 17'40	6'66 9'78	23'54 22'00	10'95 10'94	16'92 15 55	15'04 24'01	16'50 23 87	17'95 14 33	15'01 16 09	15'35 18'30	16'07 23 51	1st half 2nd "		
1'39 1'74	1'73 1'52	0'90 1'05	0'65 1'32	2'06 1'85	0'94 0'91	1'31 1'06	1'57 2 40	1'29 3 14	1'81 1 56	1'21 1'55	1'59 1'04	1'28 1'95	1st half 2nd "		
15'02 12'70	21'11 12'04	102'36 95'05	10'49 44'35	33'63 32'37	9'37 10'55	8'48 15'37	14'40 31 64	43 04 111'35	30'78 25 50	18'87 24'33	4'35 28'55	11'17 30 26	1st half 2nd "		
1'81 1'08	0'71 0 75	1'76 1'38	1'87 1'12	0'50 0'77	1'43 1'44	2'05 2'51	0'76 —0'19	2'16 —0'05	0'81 1 21	0'98 0'48	0'50 0 46	1'58 0'82	1st half 2nd "		
—5'32 —11 27	2'12 2'06	—7'72 —9'88	1'25 —4'20	—13'10 —12'07	—1'71 —2 18	—3'75 —3'76	—10'33 —10 57	—8'22 —15'84	—1'21 —0'76	—2'87 —2'73	12'66 —15 07	—0'38 —16 97	1st half 2nd "		
8'58 —4 49	8'35 —0 30	—9'68 —12 00	2'49 —2'41	—13'91 —10'73	0'65 3'08	—2'20 —1'83	—9'75 —15'77	—3'95 —15'52	—0'75 3'04	—7'21 —8'06	11 18 —12'42	—2'28 —10'03	1st half 2nd "		
—0'06 —12 90	13'51 16 01	...	5'12 —6'28	.	—2'03 —0'27	.	—11'75 —19'71	..	—2'88 3 21	—0'73 —11'22	12'79 —15'96	...	1st half 2nd "		
10'78 18'26	.	31'02 26 00	23'58 12'54	10'13 14'20	19'45 20 56	33'55 41'77	14'61 5'32	30'05 4'23	14'22 15'17	13'43 7'00	8'62 9'00	22'04 16 57	1st half 2nd "		
9'51 39 93	62'30 40 77	—9'01 —8 70	23'93 2'22	14'31 12'96	32'09 25 32	(g) 71'38	41'65 22 05	0'57 —23'81	10'55 17 97	11'71 7'45	(h) 24'04	58'46 12 11	1st half 2nd "		
1'14 0 70	0'63 0'92	1'15 1'01	1'95 1'27	0'55 0'77	1'23 1'20	1'84 1'98	0'54 —0'29	1'79 —0'02	0'90 1'17	0'67 0'35	8'45 0 41	1'42 0'69	1st half 2nd "		
20'26 24 09	10'72 9 76	—46'09 —42'09	40'14 15 03	21'10 19 27	24'55 25'04	63'64 5'01	38'17 33'73	7'33 —25'43	18'55 33 17	17'95 14'74	36'08 26'16	31'92 15'44	1st half 2nd "		
8,98,489 7,08,215	3,57,466 3,18,240	9,68,722 9,98,950	3,23,338 2,54,818	1,81,397 3,31,359	61,09,462 55,06,775	75,600 84,060	8,70,350 3,07,132	5,38,910 2,97,022	5,41,804 7,10,113	3,24,482 2,55,759	1,04,138 1,45,195	3,55,180 1,11,180	1st half 2nd "		
294,363 238,718	86,272 90,131	506,755 523,501	200,937 163,183	82,737 167,892	1,905,800 1,879,089	33,336 37,049	211,428 90,939	158,462 117,309	239,215 211,123	131,730 93,523	133,020 105,029	90,829 43,410	1st half 2nd "		
3'05 3'22	4'14 3'53	1'91 1'91	1'61 1'56	2'19 1'97	3 21 2'93	2'27 2'23	4'11 3'38	3'40 2'53	2'27 3'16	2'46 2'74	1 45 1'37	3'56 2'56	1st half 2nd "		
10,901,237 18,944,217	6,450,465 5,375,524	23,900,987 24,306,662	5,816,908 8,204,343	3,495,313 7,834,311	156,450,313 170,042,989	1,66,801 1,743,475	15,155,572 6,956,581	15,041,057 5,053,817	11,100,910 13,188,824	7,206,575 5,973,687	5,452,074 3,913,321	5,324,837 1,925,389	1st half 2nd "		
8'67 7'78	10'62 11'37	7'78 7'80	10'67 5'96	9'96 8'12	7'50 6'22	8'74 9'26	11'03 8'45	6'58 11'22	9'30 10'34	8'64 8'22	6'84 7'12	12'81 11'00	1st half 2nd "		
67'61 79'36	74'87 59'64	47'16 46'40	28'95 50'28	43'25 46'66	82'00 90'40	40'88 46'31	71'68 70'50	94'03 43'34	46'78 62'47	54'70 63'87	40'72 36'94	53'34 41'32	1st half 2nd "		
3,845,088 3,140,655	883,104 842,843	5,908,006 6,043,368	2,811,218 2,716,688	959,144 1,903,915	32,356,248 32,183,505	520,618 601,452	3,686,879 1,481,429	3,283,073 2,437,138	4,021,026 4,043,717	2,288,195 1,572,032	1,277,450 1,191,835	1,856,851 642,462	1st half 2nd "		
1,862,507 1,567,811	460,313 530,850	2,200,884 2,293,202	1,792,244 1,638,400	505,485 949,101	13,998,455 11,651,509	144,660 184,782	2,190,222 579,647	2,142,725 1,414,451	743,408 1,409,379	716,317 535,960	650,518 542,939	856,745 437,841	1st half 2nd "		
486,126 267,755	96,924 108,145	356,399 440,675	162,418 171,161	96,801 193,168	1,488,269 1,611,250	23,155 24,913	304,814 158,144	57,133 59,729	257,362 250,952	62,092 24,814	6,763 116,120	98,389 40,604	1st half 2nd "		
6,193,731 4,976,221	1,440,541 1,481,838	8,465,289 8,777,245	4,765,880 4,466,249	1,561,370 3,046,184	47,842,972 45,446,264	688,442 811,347	6,181,015 2,219,220	5,483,831 3,911,318	5,922,646 5,704,048	3,066,604 2,132,832	1,934,711 1,850,894	2,811,985 1,140,907	1st half 2nd "		

(e) Called "Lower Reserved."

APPENDIX
STATISTICS OF INDIAN

all-years ended 30th June and 31st December 1885.

Ser.	HEADINGS.	1885.	BROAD GAUGE.							
			East Indian.	Great Indian Peninsula.	Sind, Punjab and Delhi.	Madras	Bombay, Baroda and Central India.	Eastern Bengal.	Oudh and Rohilkhand.	Indus Valley.
No. VI.—GOODS TRAFFIC—contd.										
VEHICLES AND VEHICLE-MILEAGE—contd.										
Average number of vehicles on a goods train—										
99	Freight vehicles No.	{ 1st half 2nd "	30'22 29'64	22'54 21'40	25'37 25'91	20'87 20'28	39'53 38'96	27'49 30'02	28'54 26'06	30'36 30'84
100	Brakevans "	{ 1st half 2nd "	0'92 0'90	1'93 1'97	0'91 0'89	1'90 1'93	0'79 0'81	0'82 0'98	1'41 1'47	1'29 1'28
101	Total "	{ 1st half 2nd "	31'14 30'54	24'47 23'37	26'28 26'80	22'77 22'21	40'32 39'77	28'31 30'90	29'95 27'53	31'64 32'12
102	Average earnings per goods vehicle per mile (excluding brakes) Pies.	{ 1st half 2nd "	35'88 35'03	40'28 41'82	30'58 30'54	30'97 30'34	36'61 32'54	32'37 29'49	22'87 21'91	27'05 27'20
103	Carrying capacity hauled one mile (excluding brakes) Tons.	{ 1st half 2nd "	925,884,528 818,984,960	780,894,105 454,897,967	258,615,521 247,505,762	112,753,076 113,627,151	270,021,913 206,736,364	52,581,411 73,201,132	150,599,548 99,229,349	278,302,025 281,224,656
104	Percentage of freight upon capacity hauled Per cent.	{ 1st half 2nd "	60'29 59'88	52'68 54'25	50'30 54'36	46'27 46'79	47'67 52'46	38'79 45'37	44'14 42'88	49'67 55'06
105	Average load of a goods vehicle (including both loaded and empty) Tons.	{ 1st half 2nd "	5'03 5'94	4'91 5'06	4'67 5'14	3'90 3'97	4'63 5'08	3'49 4'12	4'40 4'27	4'66 5'21
106	Average load of a loaded goods vehicle "	{ 1st half 2nd "	8'13 7'95	7'57 7'18	7'00 7'62	4'92 5'02	6'42 6'87	4'16 5'74	6'59 5'94	7'33 8'06
WEIGHT OF TRAIN AND TON-MILEAGE—										
Gross ton-mileage of all goods trains—										
107	Freight Tons.	{ 1st half 2nd "	558,190,701 490,414,789	411,362,723 246,802,591	130,106,184 134,539,202	52,174,741 53,155,778	133,417,003 108,458,070	(a)20,395,322 (a)33,212,020	66,475,971 42,544,745	138,243,357 154,834,943
108	Dead weight "	{ 1st half 2nd "	719,465,180 637,145,262	726,711,019 430,453,249	248,046,218 231,313,106	124,313,922 126,447,121	214,065,085 160,931,927	(a)49,238,375 (a)67,429,481	114,229,584 75,743,997	252,765,624 254,894,278
109	Total "	{ 1st half 2nd "	1,277,655,881 1,127,560,051	1,138,073,742 677,255,840	378,152,602 365,902,308	176,488,663 179,602,899	348,412,088 269,389,997	(a)69,633,700 (a)100,641,501	180,705,555 118,288,742	391,008,981 409,729,221
Average weight of a goods train—										
110	Freight Tons.	{ 1st half 2nd "	179'11 176'05	110'65 108'29	118'18 133'22	81'46 80'43	183'20 197'94	95'89 123'57	125'66 111'22	141'40 160'71
111	Dead weight "	{ 1st half 2nd "	230'36 228'72	195'47 188'88	225'68 229'09	194'09 191'34	295'12 293'71	231'50 250'88	215'92 195'02	258'53 264'77
112	Total "	{ 1st half 2nd "	409'47 404'77	306'12 297'17	344'06 362'31	275'55 271'77	478'32 491'65	327'39 374'45	341'58 309'24	399'93 425'28
COST OF WORKING AND PROFIT—										
113	Average cost of hauling a goods train one mile Rs.	{ 1st half 2nd "	1'06 2'02	2'10 2'06	2'49 2'71	2'19 2'09	3'12 3'36	3'16 3'44	2'48 2'47	1'85 1'79
114	Average cost of hauling a goods vehicle with its load one mile Pies.	{ 1st half 2nd "	12'45 13'10	17'88 23'87	18'89 20'07	20'15 19'83	15'14 16'58	22'10 22'00	16'69 18'18	11'67 11'16
115	Average cost of hauling a goods unit (viz., one ton) one mile "	{ 1st half 2nd "	2'10 2'21	3'64 4'72	4'05 3'90	5'16 5'00	3'27 3'26	6'34 5'34	3'79 4'26	2'51 2'14
115a	Average cost of hauling a goods unit one mile, including interest on Capital expended on open line at the rate of 5 per cent. per annum "	{ 1st half 2nd "	4'43 4'80	6'15 8'49	7'08 7'00	12'10 11'80	5'84 6'23	12'38 9'88	7'45 8'99	5'09 4'46
116	Average profit on working a goods train one mile Rs.	{ 1st half 2nd "	3'69 3'39	2'63 2'00	1'55 1'41	1'18 1'11	4'42 3'24	1'47 1'17	0'92 0'50	2'43 2'58
117	Average profit on working a goods vehicle with its load one mile Pies.	{ 1st half 2nd "	23'43 21'93	22'40 17'93	11'69 10'47	10'82 10'51	21'47 15'96	10'27 7'49	6'18 3'73	15'38 16'04
118	Average profit on working a goods unit (viz., one ton) one mile "	{ 1st half 2nd "	3'05 2'99	4'57 3'54	2'50 2'04	2'77 2'65	4'63 3'14	2'94 1'82	1'40 0'87	3'50 3'08

A—continued.

RAILWAYS,—Part II—continued.

Half-years ended 30th June and 31st December 1885.

NARROW GAUGE.														1885.	Progressive number
Punjab Northern.	Nizam's.	South Indian.	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Central.	Burma.	Northern Bengal.	Goah.	Cawnpore-Ahmednagar.	Bhavnagar-Gondal.			
19'39 19'72	15'68 15'24	16'00 15'91	22'01 26'69	17'70 16'99	24'32 23'33	19'90 20'50	27'80 22'66	34'25 32'53	23'65 23'53	22'51 22'54	14'40 16'37	27'18 24'57	1st half 2nd "	99	100
1'65 1'12	1'13 1'19	0'70 0'84	0'80 0'65	1'17 1'15	0'78 0'80	0'69 0'66	1'44 1'74	0'36 0'51	1'08 1'19	0'47 0'27	0'05 1'10	0'09 0'93	1st half 2nd "		
21'04 20'84	16'81 16'43	16'70 16'75	23'71 27'37	18'87 18'14	25'10 24'19	20'65 21'55	29'24 24'40	34'61 33'34	24'76 27'03	23'28 22'51	14'45 17'47	28'17 25'80	1st half 2nd "	101	102
30'22 31'32	51'07 44'40	22'94 23'01	13'49 11'23	23'78 22'30	25'31 24'12	21'85 20'52	28'43 28'01	10'07 14'53	15'36 25'00	20'74 23'30	19'35 16'07	25'13 19'76	1st half 2nd "		
51,629,586 42,935,014	12,110,025 12,725,976	47,710,651 45,995,215	27,620,772 20,130,528	9,351,402 16,256,093	270,503,761 273,342,452	3,103,377 4,447,268	33,268,953 11,571,096	27,640,751 19,909,770	28,671,825 32,295,261	16,557,566 11,501,956	11,031,058 9,930,490	13,747,115 5,405,040	1st half 2nd "	103	104
38'54 44'12	53'33 42'44	50'09 49'61	21'06 31'40	41'85 48'19	55'07 62'21	52'07 39'20	45'55 60'12	54'42 25'46	30'03 40'53	43'52 51'67	40'43 39'41	38'73 35'60	1st half 2nd "		
3'46 4'02	4'80 3'91	2'95 2'92	1'26 1'58	2'39 2'75	3'38 3'55	2'50 2'22	2'58 3'38	2'77 1'32	1'08 2'42	2'40 2'53	2'83 2'26	1'06 1'78	1st half 2nd "	105	106
5'18 6'03	7'31 6'35	4'05 4'02	2'07 3'02	3'04 4'11	4'84 5'55	3'19 2'90	4'11 4'70	4'58 2'00	2'27 3'26	3'15 3'50	4'27 3'25	2'87 3'00	1st half 2nd "		
19,901,237 18,944,217	6,459,465 5,375,524	23,900,987 24,306,662	5,816,908 8,204,343	3,405,313 7,534,311	156,450,313 170,042,959	1,662,801 1,743,475	15,155,572 6,050,581	15,043,057 5,053,517	11,100,910 13,155,824	7,206,575 5,973,657	5,152,074 3,913,371	5,324,837 1,925,359	1st half 2nd "	107	108
56,316,412 44,403,774	13,664,826 11,755,541	45,603,685 47,322,835	22,541,839 19,535,471	7,710,373 15,100,520	251,211,004 245,683,350	3,515,930 4,363,309	27,861,573 10,753,277	22,392,460 15,510,618	27,390,403 20,579,607	13,520,007 9,511,391	11,190,252 10,041,154	11,563,442 4,740,608	1st half 2nd "		
76,217,649 63,437,991	20,124,291 20,134,065	60,504,672 71,629,497	28,358,747 27,742,814	11,205,656 22,994,531	407,661,317 415,900,345	5,208,731 6,100,544	13,017,145 17,709,568	37,415,500 20,504,405	38,571,103 30,705,131	6,726,592 15,155,078	16,643,206 13,954,455	16,858,279 6,065,997	1st half 2nd "	109	110
67'50 79'36	74'87 59'04	47'16 46'40	28'05 50'28	42'25 40'60	52'09 90'49	40'85 40'31	71'05 76'50	94'03 13'40	40'75 6'47	54'70 63'57	10'72 36'94	51'34 44'32	1st half 2nd "		
191'32 186'39	158'39 163'75	89'99 90'33	112'18 119'73	93'19 90'30	131'81 130'85	106'37 115'90	131'78 118'25	141'31 134'78	114'46 125'90	102'63 101'70	53'56 94'70	115'83 109'13	1st half 2nd "	111	112
258'82 265'75	233'26 223'39	137'15 130'73	141'13 170'01	135'44 136'96	213'90 221'34	156'25 162'21	203'46 194'75	236'24 178'18	161'24 185'37	157'33 165'57	124'28 131'73	160'17 153'45	1st half 2nd "		
2'18 2'26	2'06 1'73	1'53 1'55	0'63 1'16	2'02 1'79	1'70 1'72	1'70 1'69	2'07 2'99	2'60 2'94	2'03 1'07	1'65 1'90	1'31 1'65	1'81 2'34	1st half 2nd "	113	114
21'54 21'99	25'49 21'52	18'32 18'74	5'20 8'52	21'91 20'20	13'41 14'15	16'34 15'54	14'33 25'32	14'60 17'18	16'45 14'65	13'87 16'22	17'45 10'41	12'80 18'08	1st half 2nd "		
6'18 5'46	5'30 5'56	6'21 6'43	4'18 4'52	9'18 7'36	3'07 3'65	6'54 7'01	5'55 7'50	5'27 13'02	8'33 6'06	5'78 5'72	6'17 8'00	0'53 10'14	1st half 2nd "	115	116
15'79 14'80	2'97 ...	11'26 11'42	11'13 9'96	23'44 15'26	6'65 6'12	16'48 17'12	8'36 12'08	0'31 22'70	11'59 11'38	10'87 10'95	10'65 15'11	11'66 19'24	1st half 2nd "		
0'87 0'96	2'08 1'80	0'38 0'36	0'98 0'38	0'17 0'18	1'51 1'21	0'57 0'54	2'05 0'99	0'80 0'41	0'24 1'30	0'81 0'51	0'14 0'25	1'75 0'22	1st half 2nd "	117	118
8'68 9'33	25'58 22'58	4'62 4'27	8'20 2'71	1'87 2'10	11'90 9'97	5'51 4'98	14'10 3'29	4'47 2'35	1'01 10'35	6'87 7'08	1'00 3'34	12'33 1'68	1st half 2nd "		
3'49 2'33	5'30 5'79	1'57 1'46	6'49 1'44	0'78 0'76	3'53 2'57	2'20 2'25	5'48 0'98	1'61 1'80	0'07 4'28	2'86 2'50	0'67 1'48	6'28 0'95	1st half 2nd "		

APPENDIX
STATISTICS OF INDIAN

1-years ended 30th June and 31st December 1885.

HEADINGS.	1885.	BROAD GAUGE.							
		East Indian.	Great Indian Peninsula.	Sind, Punjab and Delhi.	Madras.	Bombay, Baroda and Central India.	Eastern Bengal.	Oudh and Rohilkhand.	Indus Valley.
No. VII.									
DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.									
PERCENTAGE TO TOTAL EARNINGS—									
Coaching Traffic . . . Per cent.	{ 1st half 2nd „	29'02 30'07	18'07 26'83	36'86 31'60	41'48 42'60	25'10 34'30	42'98 38'23	35'56 42'59	20'34 17'87
Goods Traffic . . . „	{ 1st half 2nd „	69'04 68'13	81'06 72'05	60'62 65'79	56'41 55'19	73'24 64'11	37'41 55'05	57'65 47'04	75'85 78'63
Sundries, including Telegraph „	{ 1st half 2nd „	1'88 1'74	0'87 1'12	2'52 2'61	2'11 2'21	1'66 1'59	13'75 1'47	6'79 10'37	0'82 1'41
Steam-boat Earnings . . „	{ 1st half 2nd „	0'06 0'06	... ...	... ...	... ...	... ...	5'86 5'25	... ...	2'99 2'09
Total . . „	{ 1st half 2nd „	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100
PERCENTAGE OF WORKING EXPENSES UPON TOTAL EARNINGS—									
Maintenance . . . Per cent.	{ 1st half 2nd „	11'29 12'02	10'93 15'38	14'27 12'31	13'49 14'78	11'84 15'16	12'97 19'27	26'79 24'78	6'93 7'82
Locomotive Expenses . . „	{ 1st half 2nd „	9'48 10'06	17'78 21'13	19'44 18'36	20'00 20'36	13'16 13'21	11'34 14'35	14'67 18'29	16'58 16'91
Carriage and Wagon Expenses . . . „	{ 1st half 2nd „	3'35 3'55	5'88 7'63	8'91 8'86	7'69 5'25	5'04 6'35	5'02 5'71	4'71 5'62	2'49 2'93
Traffic Expenses . . . „	{ 1st half 2nd „	5'86 6'68	5'99 7'90	7'31 8'42	9'41 9'68	4'97 6'40	12'06 14'57	8'14 10'27	5'22 5'60
General Charges . . . „	{ 1st half 2nd „	3'32 4'00	2'66 4'02	4'76 6'03	6'15 6'14	4'50 4'45	4'99 5'74	6'50 8'44	3'30 3'26
Miscellaneous Expenses . . „	{ 1st half 2nd „	0'33 0'75	2'01 ⁴ 2'06 ⁶	0'15 6'11	0'80 0'61	0'86 1'16	2'70 3'92	1'48 2'45	4'29 2'52
Steam-boat Expenses . . „	{ 1st half 2nd „	0'04 0'05	... ...	0'07 0'07	... ...	... ...	6'43 4'41	... ...	1'87 1'99
Total Working Expenses . . „	{ 1st half 2nd „	33'67 37'11	45'25 58'12	54'91 60'16	57'54 56'82	40'37 46'73	55'51 67'97	62'29 69'85	40'68 41'03

* Includes rent of

A—continued.

RAILWAYS,—Part II—continued.

Half-years ended 30th June and 31st December 188

NARROW GAUGE.													1885.	Progressive
Punjab Northern.	Nizam's.	South Indian.	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Chhattisgarh.	Burma.	Northern Bengal.	Tirhoot.	Cawnpore-Achnera.	Bhâv-nagar-Gondal.		
52'10 48'49	35'49 40'51	56'49 54'48	36'89 45'31	37'78 39'80	26'84 29'20	60'31 61'49	11'06 25'84	55'31 63'98	34'73 28'99	41'28 44'31	55'33 58'71	39'44 66'35	1st half 2nd „	110
41'93 45'55	62'63 58'59	42'08 44'24	51'48 44'13	59'00 58'82	71'73 69'42	37'96 35'84	87'56 72'98	41'50 34'34	55'41 60'13	46'70 43'82	39'84 34'10	55'20 30'79	1st half 2nd „	
5'97 5'96	1'88 0'90	1'43 1'28	3'30 2'59	2'32 1'38	1'43 1'38	1'73 2'07	0'48 1'18	3'19 1'68	2'42 1'88	2'17 2'41	4'83 7'19	1'65 2'86	1st half 2nd „	121
... ...	... ...	... ...	8'33 7'97	... ...	... ...	... ...	... ...	... ...	7'44 9'00	9'85 9'46	... ...	3'71 ...	1st half 2nd „	
100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	1st half 2nd „	123
12'48 17'92	25'14 12'89	18'85 21'57	—1'24 6'10	18'78 22'76	9'25 12'62	10'28 11'33	22'48 31'65	18'65 46'21	35'76 22'33	15'92 18'75	17'27 31'52	9'10 17'53	1st half 2nd „	
23'89 24'07	12'02 14'27	19'92 20'88	18'52 20'55	26'28 26'62	23'10 22'79	18'44 18'53	14'40 28'42	15'97 24'16	17'22 12'37	15'32 15'98	30'13 24'13	14'39 19'06	1st half 2nd „	124
4'43 4'85	4'56 6'79	6'79 7'90	1'49 2'31	2'74 2'82	3'46 3'42	3'93 3'33	3'75 6'96	3'13 5'53	2'82 2'39	3'55 4'06	5'06 4'62	1'79 4'64	1st half 2nd „	
10'00 11'98	8'57 9'76	8'66 9'11	8'38 14'32	15'31 13'11	7'81 7'76	9'15 7'43	6'39 12'72	12'36 16'52	9'24 8'21	11'61 14'73	15'93 17'74	10'37 14'90	1st half 2nd „	126
5'57 6'81	5'84 8'67	8'42 7'92	5'31 14'81	22'27 16'52	6'25 6'63	11'60 9'66	4'96 12'45	8'24 13'22	9'29 7'12	11'74 13'08	12'47 15'28	10'86 18'40	1st half 2nd „	
2'22 2'28	1'79 2'18	0'23 0'42	6'66 1'10	1'07 0'55	0'71 0'73	0'48 0'34	1'01 1'56	0'64 1'23	0'74 0'85	1'04 1'21	1'18 1'24	1'37 1'87	1st half 2nd „	128
... ...	... ...	... ...	0'17 4'81	... ...	... ...	... ...	... ...	... ...	7'25 6'81	8'86 8'69	... ...	4'56 ...	1st half 2nd „	
58'59 67'91	57'92 54'56	62'87 67'80	30'29 64'00	86'45 82'38	50'58 53'95	53'88 50'62	52'99 93'76	58'99 106'87	82'32 60'08	68'04 76'50	82'04 94'53	52'44 76'40	1st half 2nd „	130

leased Lines.

APPENDIX
STATISTICS OF INDIAN
No. VIII.—WORKING

Half-years ended 30th June and 31st December 1885.

TABLE A.—MAINTENANCE OF WAY.

Progressive number.	HEADINGS	1885	BROAD GAUGE.							
			East Indian.	(a) Great Indian Peninsula.	Sind, Punjab and Delhi.	Madras.	Bombay, Baroda and Central India.	Eastern Bengal.	Oudh and Rohilkhand.	Indus Valley.
	PER MILE OF LINE MAINTAINED.									
131a	General Superintendence (including office expenses) . Rs.	{ 1st half 2nd ,,	220'01 220'24	155'10 153'71	170'65 164'27	142'23 139'36	247'64 253'48	193'05 182'44	158'13 163'55	136'46 150'21
132a	Maintenance and Renewal of Permanent-way	{ 1st half 2nd ,,	1,547'27 1,025'00	912'65 854'10	829'71 477'73	309'31 349'55	903'19 885'86	776'01 942'32	863'85 407'69	249'52 311'22
133a	Repairs of Bridges, &c.	{ 1st half 2nd ,,	98'57 93'02	169'44 16'02	60'35 92'30	41'59 39'10	356'85 288'53	323'92 286'58	33'00 172'44	74'41 29'61
134a	Conservancy of Rivers	{ 1st half 2nd ,,	. .	... .	45'45 25'05	. .	. .	1'67 1'27	. .	0'71 0'71
135a	Repairs of Stations and Buildings	{ 1st half 2nd ,,	181'17 183'00	94'56 78'67	193'48 133'32	50'14 63'42	172'64 162'31	197'44 292'74	41'91 71'35	59'11 67'4
136a	Other Charges (net)	{ 1st half 2nd ,,	321'97 55'85	307'80 321'34	203'57 204'61	52'46 67'21	244'72 265'88	—24'97 148'64	288'61 170'60	64'7 82'5
137a	Total Maintenance, &c.	{ 1st half 2nd ,,	1,715'05 1,560'53	1,639'55 1,567'84	1,503'21 1,120'34	598'73 658'64	1,925'03 1,856'06	1,467'12 1,853'99	1,390'50 985'03	585'1 641'8
	PER MILE OF TRACK, INCLUDING SIDINGS.									
131b	General Superintendence (including office expenses) . Rs.	{ 1st half 2nd ,,	145'64 145'00	111'84 110'75	141'29 152'43	121'97 119'51	193'94 190'96	154'04 146'71	136'92 142'33	121'11 132'3
132b	Maintenance and Renewal of Permanent-way	{ 1st half 2nd ,,	1,042'2 680'07	688'07 615'39	686'95 395'19	265'26 291'77	707'34 683'32	619'21 757'74	752'32 354'78	221'4 274'2
133b	Repairs of Bridges, &c.	{ 1st half 2nd ,,	58'64 61'50	122'17 115'30	40'90 76'40	38'24 33'53	279'47 224'19	258'47 230'45	28'57 150'00	66'1 26'1
134b	Conservancy of Rivers	{ 1st half 2nd ,,	. .	. .	37'03 23'20	. .	. .	1'33 1'03	. .	0'6 0'6
135b	Repairs of Stations and Buildings	{ 1st half 2nd ,,	110'01 121'03	68'18 50'68	160'19 110'28	43'00 54'38	135'21 120'12	157'55 235'40	36'29 62'09	52'5 59'2
136b	Other Charges (net)	{ 1st half 2nd ,,	213'15 30'93	221'04 231'51	168'54 160'20	44'98 57'04	191'65 206'59	—19'92 119'52	249'90 148'46	57'4 72'1
137b	Total Maintenance, &c.	{ 1st half 2nd ,,	1,135'36 1,045'13	1,152'20 1,120'60	1,445'50 920'70	513'45 564'83	1,507'61 1,442'18	1,170'68 1,490'84	1,204'00 857'72	519'2 565'1
	PER TOTAL TRAIN-MILE.									
131c	General Superintendence (including office expenses) . Annas	{ 1st half 2nd ,,	1'19 1'28	0'70 0'97	1'08 1'29	1'79 1'09	1'55 1'82	1'40 1'23	1'90 2'18	1'1 1'1
132c	Maintenance and Renewal of Permanent-way	{ 1st half 2nd ,,	8'37 6'00	4'13 5'38	5'6 3'33	3'88 4'25	5'66 6'36	5'64 6'36	10'90 5'44	2'1 2'1
133c	Repairs of Bridges, &c.	{ 1st half 2nd ,,	0'48 0'54	0'77 1'01	0'39 0'04	0'56 0'48	2'24 2'07	2'36 1'94	0'41 2'30	0'1 0'1
134c	Conservancy of Rivers	{ 1st half 2nd ,,	. .	... .	0'29 0'19	. .	. .	0'01 0'01	. .	0'1 0'1
135c	Repairs of Stations and Buildings	{ 1st half 2nd ,,	0'98 1'07	0'43 0'49	1'22 0'93	0'63 0'77	1'08 1'16	1'44 1'98	0'53 0'95	0'1 0'1
136c	Other Charges (net)	{ 1st half 2nd ,,	1'74 0'33	1'39 2'02	1'28 1'43	0'66 0'82	1'53 1'91	—0'18 1'00	3'62 2'28	0'1 0'1
137c	Total Maintenance, &c.	{ 1st half 2nd ,,	9'28 9'22	7'42 9'87	9'52 7'81	7'52 8'01	12'06 13'32	10'67 12'52	17'45 13'15	5'1 5'1
	PER 1,000 GROSS TON-MILES.									
131d	General Superintendence (including office expenses) . Rs.	{ 1st half 2nd ,,	0'21 0'24	0'16 0'24	0'22 0'26	0'46 0'44	0'25 0'31	0'36 0'28	0'38 0'50	0'1 0'1
132d	Maintenance and Renewal of Permanent-way	{ 1st half 2nd ,,	1'50 1'10	0'94 1'32	1'09 0'68	0'99 1'10	0'93 1'10	1'42 1'44	2'08 1'24	0'1 0'1
133d	Repairs of Bridges, &c.	{ 1st half 2nd ,,	0'09 0'10	0'17 0'25	0'08 0'13	0'14 0'12	0'37 0'36	0'60 0'44	0'08 0'52	0'1 0'1
134d	Conservancy of Rivers	{ 1st half 2nd ,,	. .	. .	0'07 0'04	. .	. .	. .	. .	0'1 0'1
135d	Repairs of Stations and Buildings	{ 1st half 2nd ,,	0'18 0'20	0'10 0'12	0'25 0'19	0'16 0'20	0'18 0'20	0'36 0'45	0'10 0'22	0'1 0'1
136d	Other Charges (net)	{ 1st half 2nd ,,	0'32 0'06	0'32 0'49	0'26 0'30	0'17 0'21	0'26 0'33	—0'05 0'23	0'69 0'52	0'1 0'1
137d	Total Maintenance, &c.	{ 1st half 2nd ,,	1'06 1'70	1'69 2'42	1'97 1'60	1'92 2'07	1'99 2'30	2'69 2'84	3'33 3'00	0'1 0'1

A—continued.

RAILWAYS,—Part II—continued.

EXPENSES.

WORKS, AND STATIONS.

Half-year, ended 30th June and 31st December 188

		NARROW GAUGE.											1885.	Progressive
Punjab Northern.	Nizam's.	South Indian.	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Chhittigarh.	Burma.	Northern Bengal.	Tirhoot.	Cannanore.	Bhavana-gar-Gondal.		
147'47 151'31	85'23 69'85	116'75 129'57	1'22 34'36	86'01 95'58	109'64 115'30	92'05 65'49	141'47 142'00	131'71 171'31	141'75 130'51	126'54 111'43	72'01 94'04	80'86 71'90	1st half 2nd "	} 13
230'76 275'03	1 050'83 423'54	277'47 223'40	—28'80 58'43	135'77 178'32	324'02 455'14	115'41 106'35	724'03 550'62	755'62 751'05	938'36 623'43	351'49 331'81	101'63 166'76	181'38 180'15	1st half 2nd "	
40'43 110'03	15'07 39'02	134'46 216'68	... 0'12	7'02 75'09	29'09 31'57	4'25 3'43	422'45 40'72	77'05 60'59	83'39 40'70	16'38 8'25	38'52 194'56	18'53 19'26	1st half 2nd "	} 13
41'48 52'52	... ...	... ...	... ...	... ...	0'85 0'55	... ...	... ...	37'50 1'65	... ...	... ...	... ...	... ...	1st half 2nd "	
60'06 57'06	15'72 33'73	23'94 31'06	0'77 11'75	13'20 9'31	39'19 39'71	11'65 7'90	57'63 57'17	46'43 36'01	123'08 174'93	14'32 13'13	8'28 43'33	24'36 21'57	1st half 2nd "	} 13
60'54 29'71	57'78 31'82	102'72 134'43	—0'49 11'55	22'09 43'09	53'08 63'82	15'74 3'09	154'10 97'45	67'08 178'34	116'69 82'28	—19'28 19'70	110'68 35'56	—2'18 34'81	1st half 2nd "	
598'74 676'56	1,225'53 597'06	655'34 735'40	—27'30 116'21	265'80 405'79	557'67 709'09	239'10 190'09	1,500'25 893'96	953'45 1,222'55	1,403'27 1,057'85	480'45 454'35	330'12 537'25	302'05 327'69	1st half 2nd "	} 13
131'98 135'42	78'24 64'11	105'82 117'26	1'10 31'18	82'67 92'85	96'58 104'19	83'20 62'59	128'04 129'12	117'55 157'90	125'58 120'59	110'41 97'25	65'28 85'43	72'18 64'18	1st half 2nd "	
14'58 240'08	96'59 385'71	251'50 202'23	—25'05 53'01	129'15 167'96	285'12 400'55	104'29 97'07	658'92 500'14	506'14 653'64	831'36 550'73	306'70 289'52	99'39 151'14	161'91 160'80	1st half 2nd "	} 13
44'23 95'47	14'66 35'82	121'87 196'27	... 0'10	6'67 71'28	26'43 27'51	3'84 3'15	384'14 37'02	60'28 53'15	73'85 35'06	14'20 7'20	31'92 170'34	16'54 17'19	1st half 2nd "	
37'12 47'27	... ...	... ...	... ...	... ...	0'75 0'49	... ...	... ...	32'24 1'44	... ...	... ...	... ...	... ...	1st half 2nd "	} 13
53'75 51'07	14'43 30'90	21'70 28'11	0'60 10'60	12'55 8'77	34'52 34'97	10'53 7'25	52'40 51'99	39'03 22'82	109'05 154'53	12'49 11'46	7'51 39'27	21'74 19'26	1st half 2nd "	
54'19 26'59	53'03 29'20	93'10 121'65	—0'44 10'48	21'79 41'35	47'54 56'20	14'23 3'57	140'12 55'01	57'65 150'44	103'38 72'69	—16'82 17'19	100'34 34'06	—1'95 31'07	1st half 2nd "	} 13
535'85 605'50	1,124'95 546'80	503'99 605'52	—24'63 105'43	252'83 352'21	491'24 624'51	216'09 174'53	1,364'22 812'88	819'55 1,072'39	1,243'25 934'50	427'07 427'05	307'44 480'94	270'42 202'50	1st half 2nd "	
1'73 2'14	0'02 0'74	1'40 1'50	0'02 0'00	2'28 1'95	0'87 0'94	1'53 2'02	1'32 2'43	1'00 2'45	1'40 1'62	1'80 1'95	1'05 1'74	1'34 1'04	1st half 2nd "	} 13
2'82 3'89	11'44 4'47	3'33 2'59	—0'44 1'03	3'56 3'52	2'57 3'63	2'29 3'14	6'70 9'52	6'89 11'12	9'83 7'31	5'25 5'78	1'01 3'05	3'00 4'12	1st half 2nd "	
0'58 1'55	0'17 0'41	1'62 2'51	... ...	0'19 1'49	0'24 0'25	0'09 0'10	3'89 0'70	0'90 0'80	0'88 0'48	0'25 0'14	0'57 3'58	0'31 0'44	1st half 2nd "	} 13
0'49 0'75	... ...	... ...	... ...	... ...	0'01 ...	... ...	... ...	0'44 0'02	... ...	... ...	... ...	... ...	1st half 2nd "	
0'70 0'80	0'17 0'35	0'20 0'36	0'01 0'21	0'34 0'18	0'31 0'31	0'24 0'23	0'53 0'97	0'54 0'37	1'29 2'07	0'21 0'23	0'12 0'80	0'40 0'49	1st half 2nd "	} 13
0'72 0'42	0'63 0'34	1'23 1'50	—0'01 0'20	0'60 0'87	0'43 0'52	0'31 0'12	1'43 1'60	0'79 2'53	1'22 0'08	—0'28 0'34	1'63 0'71	—0'04 0'80	1st half 2nd "	
7'04 9'55	13'33 6'31	7'87 8'52	—0'42 2'04	6'97 8'01	4'43 5'65	4'70 5'61	13'87 15'28	11'10 17'35	14'71 12'54	7'32 8'44	4'98 9'91	5'01 7'49	1st half 2nd "	} 13
0'47 0'54	0'27 0'21	0'61 0'65	0'01 0'22	1'09 0'89	0'29 0'31	0'83 0'89	0'41 0'83	0'53 1'03	0'63 0'59	0'76 0'70	0'50 0'79	0'56 0'80	1st half 2nd "	
0'76 0'98	3'41 1'32	1'45 1'12	—0'20 0'38	1'70 1'61	0'86 1'20	1'03 1'38	2'11 3'27	2'27 4'63	4'14 2'68	2'10 2'20	0'75 1'41	1'26 2'00	1st half 2nd "	} 13
0'15 0'39	0'05 0'13	0'70 1'09	... ...	0'09 0'68	0'08 0'08	0'04 0'04	1'23 0'24	0'30 0'30	0'37 0'17	0'09 0'05	0'27 1'64	0'13 0'21	1st half 2nd "	
0'13 0'19	... ...	... ...	... ...	... ...	... ...	... ...	... ...	0'14 0'01	... ...	... ...	... ...	... ...	1st half 2nd "	} 13
0'19 0'20	0'05 0'11	0'12 0'15	0'01 0'08	0'16 0'09	0'11 0'11	0'10 0'10	0'17 0'34	0'18 0'16	0'54 0'75	0'09 0'00	0'06 0'37	0'17 0'24	1st half 2nd "	
0'18 0'10	0'19 0'09	0'54 0'67	—0'01 0'07	0'29 0'40	0'15 0'17	0'14 0'05	0'45 0'57	0'26 1'06	0'51 0'30	—0'12 0'14	0'78 0'33	—0'01 0'39	1st half 2nd "	} 13
1'88 2'40	3'27 1'86	3'42 3'68	—0'19 0'75	3'33 3'67	1'49 1'87	2'14 2'46	4'37 5'25	3'68 7'25	0'19 4'55	2'02 3'30	2'36 4'54	2'11 3'64	1st half 2nd "	

APPENDI
STATISTICS OF INDIA

No. VIII.—WORKIN

Half-years ended 30th June and 31st December 1885.

TABLE B—LOCOMOTIV

Progressive number.	HEADINGS.	1885.	BROAD GAUGE.								
			East Indian.	Great Indian Peninsula.	Sind, Punjab and Delhi.	Madras.	Bombay, Baroda and Central India.	Eastern Bengal.*	Oudh and Rohilkhand.	Indus Valley.	
†	Average price of Fuel per ton in terms of	{ coal . Rs. { 1st half 2nd „ { 1st half 2nd „ {	2'09	12'14	16'17	...	16'71	7'98	11'45	...	
			2'18	11'81	15'12	...	15'25	8'03	11'48	...	
			...	...	...	5'51	...	...	...	5'60
			...	...	...	5'54	...	...	...	5'72
PER TOTAL TRAIN-MILE.											
138a	General Superintendence (in- cluding office expenses) . Annas. {	{ 1st half 2nd „ {	0'91 0'98	0'54 0'76	0'73 0'82	0'78 0'86	0'63 0'72	0'70 0'73	1'25 1'34	1'00 1'11	
139a	Running Expenses . . . „ {	{ 1st half 2nd „ {	1'94 2'02	2'83 3'14	1'80 1'94	2'06 2'05	2'62 2'77	2'28 2'40	1'54 1'57	2'60 2'70	
140a	Fuel † „ {	{ 1st half 2nd „ {	0'72 0'73	4'12 3'96	4'89 4'38	4'15 4'19	5'70 4'45	2'58 2'53	3'89 3'73	4'70 4'70	
141a	Water „ {	{ 1st half 2nd „ {	0'11 0'12	0'23 0'30	0'19 0'19	0'15 0'14	0'23 0'27	0'20 0'25	0'18 0'16	0'20 0'20	
142a	Oil, Tallow and other Stores . „ {	{ 1st half 2nd „ {	0'35 0'26	0'38 0'43	0'41 0'35	0'22 0'23	0'34 0'37	0'45 0'52	0'42 0'37	0'30 0'30	
143a	Maintenance and Renewal of Lo- comotives and Machinery . „ {	{ 1st half 2nd „ {	2'84 3'17	2'33 2'94	3'74 3'03	3'10 2'84	2'27 1'71	2'53 1'55	1'40 1'51	2'20 1'90	
144a	Other Charges (net). . . „ {	{ 1st half 2nd „ {	0'91 0'44	1'58 1'94	1'13 0'88	0'68 0'72	1'62 1'32	—0'59 0'44	0'87 1'02	1'20 1'00	
145a	Total Locomotive Expenses . „ {	{ 1st half 2nd „ {	7'78 7'72	12'01 13'47	12'89 11'59	11'14 11'03	13'41 11'61	8'24 8'42	9'55 9'70	12'50 12'20	
†	Fuel consumed in terms of	{ coal . lbs. { 1st half 2nd „ { 1st half 2nd „ {	48'01 47'07	48'23 46'95	42'38 40'57	...	47'80 40'80	45'31 44'11	47'51 45'43	...	
			...	...	...	105'44 105'97	...	...	...	118'10 115'50
PER ENGINE-MILE.											
138b	General Superintendence (in- cluding office expenses) . Annas. {	{ 1st half 2nd „ {	0'80 0'86	0'50 0'69	0'64 0'72	0'69 0'75	0'56 0'66	0'60 0'59	0'97 1'03	0'60 0'60	
139b	Running Expenses „ {	{ 1st half 2nd „ {	1'73 1'78	2'58 2'85	1'59 1'70	1'81 1'80	2'37 2'51	1'95 1'95	1'19 1'21	2'00 2'00	
140b	Fuel † „ {	{ 1st half 2nd „ {	0'64 0'65	3'76 3'59	4'34 3'84	3'64 3'68	5'15 4'04	2'22 2'05	3'02 2'87	4'00 4'00	
141b	Water „ {	{ 1st half 2nd „ {	0'10 0'10	0'21 0'27	0'17 0'17	0'13 0'12	0'21 0'25	0'25 0'20	0'14 0'12	0'00 0'00	
142b	Oil, Tallow and other Stores . „ {	{ 1st half 2nd „ {	0'31 0'23	0'35 0'39	0'36 0'31	0'19 0'20	0'31 0'34	0'38 0'42	0'33 0'29	0'00 0'00	
143b	Maintenance and Renewal of Lo- comotives and Machinery . „ {	{ 1st half 2nd „ {	2'52 2'80	2'12 2'67	3'31 2'66	2'72 2'49	2'05 1'55	2'17 1'26	1'09 1'16	1'00 1'00	
144b	Other Charges (net). . . „ {	{ 1st half 2nd „ {	0'81 0'39	1'44 1'75	1'01 0'77	0'60 0'64	1'47 1'20	—0'50 0'36	0'68 0'78	1'00 0'00	
145b	Total Locomotive Expenses . „ {	{ 1st half 2nd „ {	6'91 6'81	10'96 12'21	11'42 10'17	9'78 9'68	12'12 10'55	7'07 6'83	7'42 7'46	11'00 10'00	
†	Fuel consumed in terms of	{ coal . lbs. { 1st half 2nd „ { 1st half 2nd „ {	42'60 41'55	43'31 42'55	37'55 35'58	...	43'19 37'06	38'85 35'78	36'93 34'95	...	
			...	...	...	92'50 92'97	...	...	...	103'00 103'00

APPENDIX A.

1

A—continued.

RAILWAYS,—Part II—continued.

EXPENSES—continued.

EXPENSES.

Half-years ended 30th June and 31st December 18

NARROW GAUGE.														1885.	Progressive
Punjab Northern.	Nizam's.	South Indian.	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Chhat-tisgarh.	Burma.	Northern Bengal.	Tirhoot.	Cawnpore-Achnera.	Bhāvnagar-Gondal.			
24'09 21'62	...	16'65 16'01	12'00 12'24	29'80 27'14	20'54 20'07	...	7'89 7'20	19'14 20'34	10'81 10'75	8'97 8'99	15'39 15'92	21'13 19'96	1st half 2nd „	}	
...	3'53 3'55	...	...	...	...	4'58 4'73	...	...	...	...	...	...	1st half 2nd „		
1'05 1'26	0'61 0'67	0'61 0'64	0'24 0'41	0'89 0'88	0'69 0'74	0'89 0'83	1'18 2'06	1'10 1'04	0'56 0'71	0'76 0'96	0'95 1'58	0'79 1'11	1st half 2nd „	}	1.
2'75 2'76	1'99 2'24	1'66 1'61	2'03 2'30	1'76 1'65	2'15 2'14	2'00 1'85	1'81 2'14	2'13 1'96	1'83 1'87	2'10 2'23	1'13 1'03	2'19 2'31	1st half 2nd „		
6'07 5'44	2'17 2'18	3'16 3'08	2'62 2'51	5'66 5'38	5'16 4'59	3'24 3'44	2'99 2'86	3'14 2'84	2'44 2'56	2'20 1'96	3'60 3'33	3'55 3'12	1st half 2nd „	}	1.
0'24 0'29	0'31 0'22	0'14 0'15	0'13 0'16	0'41 0'28	0'25 0'24	0'29 0'30	0'16 0'27	0'26 0'28	0'18 0'13	0'21 0'21	0'17 0'25	0'17 0'17	1st half 2nd „		
0'46 0'49	0'21 0'22	0'20 0'22	0'40 0'33	0'27 0'24	0'26 0'25	0'45 0'51	0'48 0'66	0'38 0'34	0'32 0'40	0'42 0'42	0'38 0'29	0'27 0'24	1st half 2nd „	}	1.
2'47 2'21	0'83 0'97	1'83 1'75	0'34 0'61	0'74 0'40	1'54 1'48	1'26 1'85	1'61 5'17	2'34 2'46	0'98 0'87	1'13 1'02	1'99 0'86	0'82 1'03	1st half 2nd „		
0'43 0'38	0'24 0'48	0'72 0'79	0'48 0'54	0'03 0'54	1'02 0'76	0'41 0'40	0'65 0'56	0'15 0'17	0'77 0'41	0'22 0'39	0'46 0'24	0'15 0'16	1st half 2nd „	}	1.
13'47 12'83	6'36 6'98	8'32 8'24	6'33 6'86	9'76 9'37	11'07 10'20	8'54 9'18	8'88 13'72	9'50 9'09	7'08 6'95	7'04 7'19	8'68 7'58	7'94 8'14	1st half 2nd „		
34'85 35'22	...	26'55 26'91	30'56 28'75	26'57 27'76	35'15 31'99	...	52'98 55'54	22'99 19'61	31'57 33'32	34'35 30'60	32'70 29'23	23'74 21'91	1st half 2nd „	}	
...	85'94 85'94	...	...	...	...	99'20 101'82	...	...	...	...	...	...	1st half 2nd „		
0'94 1'15	0'58 0'63	0'52 0'55	0'22 0'39	0'86 0'82	0'63 0'66	0'75 0'69	1'08 1'90	0'91 0'89	0'49 0'61	0'59 0'76	0'82 1'39	0'76 1'08	1st half 2nd „	}	1.
2'48 2'49	1'90 2'11	1'43 1'39	1'05 2'15	1'70 1'54	1'93 1'92	1'69 1'54	1'67 1'98	1'77 1'99	1'60 1'62	1'61 1'77	0'97 0'90	2'11 2'26	1st half 2nd „		
5'47 4'92	2'06 2'05	2'71 2'65	2'51 2'36	5'48 5'01	4'64 4'12	2'74 2'86	2'74 2'64	2'61 2'42	2'14 2'23	1'69 1'56	3'09 2'91	3'43 3'05	1st half 2nd „	}	1.
0'22 0'26	0'29 0'20	0'12 0'13	0'13 0'15	0'40 0'26	0'23 0'22	0'24 0'25	0'15 0'25	0'21 0'24	0'16 0'12	0'16 0'17	0'15 0'22	0'16 0'16	1st half 2nd „		
0'42 0'44	0'19 0'21	0'17 0'18	0'47 0'31	0'26 0'22	0'23 0'23	0'38 0'43	0'45 0'61	0'32 0'29	0'28 0'34	0'32 0'34	0'33 0'25	0'26 0'24	1st half 2nd „	}	1.
2'23 2'01	0'80 0'91	1'57 1'51	0'32 0'57	0'72 0'37	1'37 1'33	1'06 1'53	1'48 4'79	1'94 2'10	0'86 0'75	0'86 0'81	1'70 0'75	0'79 1'00	1st half 2nd „		
0'39 0'34	0'23 0'46	0'62 0'68	0'46 0'50	0'03 0'50	0'92 0'68	0'35 0'34	0'60 0'52	0'13 0'13	0'68 0'36	0'17 0'31	0'39 0'21	0'15 0'16	1st half 2nd „	}	1.
12'15 11'61	6'08 6'57	7'14 7'09	6'06 6'43	9'45 8'72	9'95 9'16	7'21 7'64	8'17 12'09	7'89 7'76	6'21 6'03	5'40 5'72	7'45 6'63	7'66 7'95	1st half 2nd „		
31'44 31'88	...	22'81 23'15	29'24 26'95	25'73 25'84	31'59 28'73	...	48'70 51'37	19'08 16'74	27'67 28'91	26'36 24'34	28'07 25'56	22'01 21'40	1st half 2nd „	}	
...	81'73 80'89	...	...	...	...	83'83 84'68	...	...	...	...	...	...	1st half 2nd „		

APPENDIX
STATISTICS OF INDIAN

No. VIII.—WORKING

alf-years ended 30th June and 31st December 1885.

TABLE B.—LOCOMOTIVE

number.	HEADINGS.	1885.	BROAD GAUGE.							
			East Indian.	Great Indian Peninsula.	Sind Punjab and Delhi.	Madras.	Bombay, Baroda and Central India	Eastern Bengal. (b)	Oudh and Rohilkhand.	Indus Valley.
	PER 1,000 GROSS TON-MILES.									
8c	General Superintendence (including office expenses) . Rs.	{ 1st half 2nd ,,	{ 0'16 0 18	{ 0'12 0'19	{ 0'15 0'17	{ 0'20 0'22	{ 0'10 0'12	{ 0'19 0 18	{ 0'24 0'30	{ 0'17 0 18
9c	Running Expenses "	{ 1st half 2nd ,,	{ 0 35 0 37	{ 0'65 0'77	{ 0'38 0'40	{ 0'53 0'53	{ 0'43 0'48	{ 0'62 0'59	{ 0'29 0'36	{ 0'42 0 42
10c	Fuel † "	{ 1st half 2nd ,,	{ 0'13 0 13	{ 0'94 0'98	{ 1'03 0 91	{ 1'06 1'08	{ 0'94 0 77	{ 0'70 0'63	{ 0'74 0'85	{ 0 77 0'73
11c	Water "	{ 1st half 2nd ,,	{ 0'02 0 02	{ 0'05 0'07	{ 0'04 0'04	{ 0 04 0'04	{ 0'04 0'05	{ 0'08 0'06	{ 0'03 0'04	{ 0'04 0 04
2c	Oil, Tallow and other Stores "	{ 1st half 2nd ,,	{ 0'06 0'05	{ 0'09 0'11	{ 0'09 0'07	{ 0'06 0'06	{ 0'06 0 06	{ 0'12 0'13	{ 0'08 0'09	{ 0'05 0 05
3c	Maintenance and Renewal of Locomotives and Machinery "	{ 1st half 2nd ,,	{ 0'51 0'58	{ 0'53 0'72	{ 0'78 0'63	{ 0'79 0'73	{ 0'38 0'29	{ 0'68 0'38	{ 0'27 0 34	{ 0'36 0'30
4c	Other Charges (net) "	{ 1st half 2nd ,,	{ 0'17 0'09	{ 0'36 0'48	{ 0'24 0'19	{ 0'17 0'19	{ 0'27 0'23	{ —0'16 0'11	{ 0'17 0'23	{ 0'20 0'17
5c	Total Locomotive Expenses "	{ 1st half 2nd ,,	{ 1'40 1'42	{ 2'74 3 32	{ 2'71 2 41	{ 2 85 2 95	{ 2'22 2 00	{ 2'23 2'06	{ 1'82 2'21	{ 2'01 1'89
†	Fuel consumed in terms of { coal . lbs of { wood "	{ 1st half 2nd ,, 1st half 2nd ,,	{ 137'80 138'96 . .	{ 173'62 185 06 . .	{ 142 49 134 80 . .	{ .. . 431'84 137 14	{ 126'41 112'62 .. .	{ 196'34 173 85 .. .	{ 144 98 165 86 . .	{ . . 304'01 285'70
	PER TOTAL TRAIN-MILE.								TABLE C.—CARRIAGE	
6a	General Superintendence (including office expenses) . Annas	{ 1st half 2nd ,,	{ 0'23 0'24	{ 0 17 0 24	{ 0 19 0 21	{ 0'29 0'22	{ 0'27 0'35	{ 0'41 0'41	{ 0'21 0'21	{ 0'22 0'26
7a	Repairs and Renewals of Coaching Vehicles "	{ 1st half 2nd ,,	{ 0'39 0 55	{ 1 13 1 57	{ 1'51 1 50	{ 2 06 0'88	{ 1'08 0'88	{ 1'44 1 36	{ 1'34 1'21	{ 0'40 0 63
8a	Repairs and Renewals of Goods Vehicles "	{ 1st half 2nd ,,	{ 1 07 1'79	{ 1 66 1 87	{ 3 32 3 10	{ 1 36 1'23	{ 3'09 3 58	{ 1'58 1'01	{ 1'03 1'10	{ 0'90 0'90
9a	Cleaning and Oiling "	{ 1st half 2nd ,,	{ 0 14 0'11	{ 0 39 0 49	{ 0'47 0 45	{ 0'40 0 40	{ 0'35 0'33	{ 0'43 0 47	{ 0'38 0'37	{ 0'25 0'27
10a	Other Charges (net) "	{ 1st half 2nd ,,	{ 0'03 0'03	{ 0 32 0 39	{ 0'32 0'22	{ 0'18 0'11	{ 0'34 0'44	{ —0'20 0'10	{ 0'11 0'09	{ 0'11 0'06
11a	Total Carriage and Wagon Expenses "	{ 1st half 2nd ,,	{ 2'76 2'72	{ 3'97 4 86	{ 5'81 5'48	{ 4'29 2 84	{ 5'13 5'58	{ 3'66 3'35	{ 3'07 2'98	{ 1'88 2'12
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.									
12b	General Superintendence (including office expenses) . Rs.	{ 1st half 2nd ,,	{ 0'52 0'60	{ 0'53 0'83	{ 0'50 0'53	{ 0'92 0'70	{ 0'51 0'74	{ 1'32 1'24	{ 0'37 0'39	{ 0'67 0'68
13b	Repairs and Renewals of Coaching Vehicles (a) "	{ 1st half 2nd ,,	{ 3'27 4'53	{ 21'31 20'52	{ 13'81 12'92	{ 18'05 7'60	{ 10'51 7'06	{ 10'28 11'20	{ 9'45 8'06	{ 5'89 8'31
14b	Repairs and Renewals of Goods Vehicles (a) "	{ 1st half 2nd ,,	{ 5'95 6'22	{ 6'40 9'17	{ 12'45 11'05	{ 6'65 6'16	{ 7'20 9'95	{ 9'51 4'85	{ 2'41 2'87	{ 3'38 2'85
15b	Cleaning and Oiling "	{ 1st half 2nd ,,	{ 0'31 0'27	{ 1'19 1'68	{ 1'25 1'13	{ 1'26 1'25	{ 0'66 0'69	{ 1'40 1'42	{ 0'66 0'69	{ 0'21 0'70
16b	Other Charges (net) "	{ 1st half 2nd ,,	{ 0'07 0'07	{ 0'98 1'31	{ 0'84 0'56	{ 0'57 0'36	{ 0'65 0'91	{ —0'66 0'31	{ 0'20 0'17	{ 0'30 0'17
17b	Total Carriage and Wagon Expenses "	{ 1st half 2nd ,,	{ 6'15 6'64	{ 12'27 16'49	{ 15'45 13'83	{ 13'48 9'00	{ 9'67 11'54	{ 11'92 10 16	{ 5'41 5'58	{ 5'63 5'86

(a) These two items are calculated respectively upon the coaching and goods vehicle mileage
(b) Includes Bengal

APPENDIX A.

A—continued.

RAILWAYS,—Part II—continued.

EXPENSES—continued.

EXPENSES—concluded.

Half-years ended 30th June and 31st December

NARROW GAUGE.														1885.
Punjab Northern.	Nizam's.	South Indian.	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Chhattis-gauh.	Burma.	Northern Bengal.	Tirhoot.	Cawnpore-Achnera.	Bhāvna-gai-Gondal.		
0'28 0'32	0'18 0'19	0'26 0'28	0'10 0'15	0'43 0'41	0'23 0'25	0'39 0'36	0'37 0'70	0'37 0'43	0'23 0'26	0'31 0'37	0'45 0'73	0'33 0'54	1st half 2nd „	
0'74 0'69	0'60 0'66	0'72 0'70	0'90 0'84	0'84 0'75	0'73 0'71	0'90 0'81	0'58 0'74	0'70 0'82	0'77 0'63	0'84 0'87	0'54 0'47	0'92 1'12	1st half 2nd „	
1'63 1'37	0'65 0'64	1'37 1'33	1'17 0'93	2'70 2'46	1'74 1'51	1'46 1'51	0'94 0'95	1'04 1'16	1'03 0'93	0'88 0'77	1'69 1'52	1'49 1'51	1st half 2nd „	
0'06 0'07	0'09 0'07	0'06 0'06	0'06 0'06	0'20 0'13	0'08 0'08	0'13 0'13	0'05 0'09	0'08 0'12	0'08 0'05	0'09 0'08	0'09 0'11	0'07 0'08	1st half 2nd „	
0'12 0'12	0'06 0'07	0'09 0'09	0'22 0'12	0'13 0'11	0'09 0'08	0'21 0'22	0'15 0'23	0'12 0'14	0'14 0'14	0'17 0'17	0'19 0'13	0'12 0'12	1st half 2nd „	
0'66 0'56	0'25 0'28	0'79 0'76	0'16 0'23	0'35 0'18	0'51 0'49	0'57 0'81	0'51 1'78	0'78 1'03	0'41 0'31	0'45 0'40	0'94 0'40	0'34 0'50	1st half 2nd „	
0'12 0'10	0'07 0'15	0'31 0'34	0'21 0'20	0'01 0'25	0'35 0'25	0'19 0'18	0'20 0'19	0'05 0'07	0'32 0'15	0'08 0'15	0'21 0'11	0'07 0'08	1st half 2nd „	
3'61 3'23	1'90 2'06	3'60 3'56	2'82 2'53	4'66 4'29	3'73 3'37	3'85 4'02	2'80 4'71	3'14 3'79	2'98 2'52	2'82 2'81	4'11 3'47	3'34 3'95	1st half 2nd „	
149'59 141'79	...	184'26 186'05	218'00 169'57	202'98 203'37	190'53 168'95	...	266'74 305'03	121'44 130'76	212'80 193'27	219'70 191'22	247'66 214'15	150'60 170'25	1st half 2nd „	
...	410'29 405'69	...	...	...	...	715'09 714'03	.	...	...	...	...	.	1st half 2nd „
AND WAGON EXPENSES.														
0'18 0'23	0'29 0'19	0'23 0'20	0'11 0'20	0'07 0'22	0'17 0'21	0'80 0'83	0'31 0'55	0'22 0'24	0'27 0'35	0'27 0'34	0'16 0'35	0'26 0'37	1st half 2nd „	
0'55 0'48	1'01 0'75	0'81 1'03	0'10 0'14	0'36 0'29	0'58 0'58	0'43 0'25	0'59 0'78	0'48 0'61	0'34 0'29	0'51 0'51	0'37 0'35	0'21 0'40	1st half 2nd „	
1'36 1'15	0'81 2'11	1'34 1'55	0'07 0'19	0'19 0'20	0'45 0'46	0'20 0'22	1'02 1'48	0'73 0'81	0'23 0'37	0'90 0'53	0'26 0'22	0'30 0'38	1st half 2nd „	
0'18 0'41	0'29 0'27	0'18 0'15	0'23 0'24	0'40 0'27	0'31 0'30	0'30 0'35	0'25 0'48	0'43 0'37	0'27 0'31	0'49 0'38	0'33 0'31	0'20 0'26	1st half 2nd „	
0'02 0'02	0'02 ...	0'28 0'15	...	...	0'12 —0'02	...	0'14 0'07	0'06 0'04	0'05 0'02	—0'54 0'07	0'33 0'22	0'01 0'57	1st half 2nd „
2'49 2'59	2'42 3'32	2'81 3'12	0'51 0'77	1'02 1'00	1'66 1'53	1'82 1'65	2'31 3'36	1'92 2'08	1'16 1'31	1'63 1'83	1'45 1'45	0'98 1'98	1st half 2nd „	
0'42 0'55	1'27 1'03	0'81 0'70	0'30 0'47	0'26 0'78	0'47 0'60	2'99 2'68	0'68 1'49	0'50 0'63	0'77 0'88	0'72 0'90	0'55 0'82	0'69 1'16	1st half 2nd „	
3'68 2'90	7'95 5'84	6'24 7'61	1'00 0'83	3'75 3'12	5'39 5'43	3'17 1'86	7'23 5'90	2'47 2'66	2'93 2'10	3'13 2'61	2'12 1'90	1'55 2'15	1st half 2nd „	
4'56 5'49	7'95 35'70	8'56 10'10	0'29 0'72	1'00 1'03	1'81 1'82	1'28 1'28	2'70 6'08	2'90 4'76	0'95 1'40	4'21 2'89	1'99 0'86	1'24 2'87	1st half 2nd „	
0'84 0'95	1'28 1'44	0'63 0'61	0'62 0'55	1'36 0'95	0'82 0'85	1'02 1'15	0'56 1'26	0'97 0'94	0'74 0'79	1'30 1'01	1'08 0'69	0'52 0'83	1st half 2nd „	
0'04 0'05	0'07 0'02	0'96 0'53	...	0'01 0'10	0'31 —0'05	...	0'31 0'18	0'14 0'09	0'13 0'04	—1'44 0'16	1'11 0'49	0'03 1'80	1st half 2nd „	
5'57 6'05	10'59 17'77	9'91 10'77	1'41 1'79	3'54 3'53	4'44 4'29	6'16 5'37	5'05 8'95	4'32 5'25	3'23 3'34	4'33 4'81	4'80 3'30	2'59 6'24	1st half 2nd „	

All other items in the table being calculated upon the aggregate of both coaching and goods vehicle mileage.
Central Railway.

APPENDIX
STATISTICS OF INDIAN
No. VIII.—WORKING

alf-years ended 30th June and 31st December 1885.

TABLE D.—

numb.	HEADINGS.	1885.	BROAD GAUGE.							
			East Indian.	Great Indian Peninsula.	Sind, Punjab and Delhi.	Madras.	Bombay, Baroda and Central India.	Eastern Bengal. (a)	Oudh and Rohilkhand.	Indus Valley.
PER TOTAL TRAIN-MILE.										
52a	General Superintendence (including office expenses) . Annas.	{ 1st half 2nd ,,	0'64 0 69	0'38 0'53	0'62 0'74	0'82 0'79	0'68 0'74	1'04 0'92	0'77 0'82	0'71 0'78
53a	Station Staff "	{ 1st half 2nd ,,	2 65 2 82	1'70 2'17	2'21 2'51	2'60 2 52	2'94 3'19	5'20 5'36	2'79 2'89	1'81 1'90
54a	Train Staff "	{ 1st half 2nd ,,	0 92 0 96	1'16 1'31	0'84 0 90	0'60 0'58	0'51 0'54	0'96 0'92	0'69 0'75	0'71 0'74
55a	Fuel, Lighting, Water and General Stores "	{ 1st half 2nd ,,	0'29 0'24	0'44 0 45	0'58 0'50	0'67 0'79	0'48 0 68	0'90 0'67	0'45 0'41	0'46 0'37
56a	Clothing "	{ 1st half 2nd ,,	0'05 0'05	0'02 0'12	0'06 0'07	0'06 0'04	0'09 0'09	0'05 0'14	0'08 0'10	0'04 0'04
57a	Printing, Stationery and Tickets "	{ 1st half 2nd ,,	0'18 0'28	0'18 0 23	0'38 0 39	0'37 0'37	0'30 0'33	0'39 0'29	0'30 0'33	0'05 0'08
58a	Charges for delivery and collection of goods, &c. . . . "	{ 1st half 2nd ,,	... ...	0'01 0'01	0'01 0'01	0'01 0'01	0'05 0'03	0'09 0 07	......	......
59a	Miscellaneous Expenses "	{ 1st half 2nd ,,	0'07 0 07	0'02 0 03	0'02 0 02	0'05 0'06	0'02 0 02	0'17 0'06	... ...	0'03 0'02
60a	Payments to other Lines "	{ 1st half 2nd ,,	... ...	0'07 0'10	0'08 0 13	... ...	... ...	... ...	0'19 0'13	0'11 0'10
61a	Other Charges (net) "	{ 1st half 2nd ,,	0'01 0'01	0'06 0 08	0 10 0'07	0'07 0 09	... 0'01	0'03 0'11	0'03 0'02	0'02 0'02
162a	Total Traffic Expenses "	{ 1st half 2nd ,,	4'51 5'12	4 04 5 04	4 90 5 34	5'25 5 25	5'07 5 63	8'77 8'54	5'30 5 45	3'94 4'05
PER CENT. ON TRAFFIC EARNINGS. (Abstracts H and I of Revenue Accounts.)										
152b	General Superintendence (including office expenses)† . Per cent.	{ 1st half 2nd ,,	0'79 0 92	0'57 0'85	0'97 1'21	1'49 1'49	0'68 0'85	1'77 1'68	1'28 1'72	0'98 1'11
153b	Station Staff "	{ 1st half 2nd ,,	3'30 3 75	2'54 3'45	3'45 4 12	4'76 4'75	2'92 3'09	8 85 9 80	4'59 6'07	2'49 2'71
154b	Train Staff "	{ 1st half 2nd ,,	1'14 1'27	1'73 2'07	1'31 1'48	1'10 1 10	0'51 0'62	1'63 1'68	1'13 1'57	0'98 1'07
155b	Fuel, Lighting, Water and General Stores "	{ 1st half 2nd ,,	0'36 0 32	0'66 0'72	0'90 0'82	1'23 1'48	0'48 0'78	1'53 1'23	0'74 0'86	0'63 0'53
156b	Clothing "	{ 1st half 2nd ,,	0'06 0'07	0'03 0'19	0'09 0'11	0'10 0'08	0'09 0'10	0'08 0'26	0'13 0'20	0'06 0'07
157b	Printing, Stationery and Tickets "	{ 1st half 2nd ,,	0'23 0'37	0'28 0'36	0'59 0'64	0'68 0'69	0'29 0'39	0'66 0'52	0'49 0'70	0'07 0'11
158b	Charges for delivery and collection of goods, &c. . . . "	{ 1st half 2nd ,,	0'01 ...	0'02 0'02	0'02 0'02	0'02 0'02	0'05 0'04	0'16 0'13	......	......
159b	Miscellaneous Expenses "	{ 1st half 2nd ,,	0'08 0'09	0'03 0'04	0'03 0'04	0'10 0'12	0'02 0'02	0'29 0'11	... ...	0'04 0'02
160b	Payments to other Lines "	{ 1st half 2nd ,,	... ...	0'10 0'16	0'13 0'21	... ...	... ...	... ...	0'32 0'28	0'15 0'15
161b	Other Charges (net) "	{ 1st half 2nd ,,	0'01 0'01	0'09 0'13	0'15 0'11	0'13 0'17	... 0'01	0'04 0'21	0'05 0'05	0'05 0'05
162b	Total Traffic Expenses "	{ 1st half 2nd ,,	5'97 6'80	6'05 7'99	7'64 8'76	9'61 9'90	5'05 6'50	14'93 15'62	8'73 11'45	5'45 5'80
†	General Superintendence per cent. on traffic earnings (including steam-boat) Per cent.	{ 1st half 2nd ,,	0'80 0'92	0'57 0'85	0'97 1'21	1'49 1'49	0'68 0'85	1'67 1'60	1'28 1'72	0'94 1'05

† Includes General Superintendent.

A—continued.

RAILWAYS,—Part II —continued.

EXPENSES—continued.

TRAFFIC EXPENSES.

Half-years ended 30th June and 31st December 1885.

NARROW GAUGE.														1885.	Progressive number.
Punjab Northern.	Nizam's.	South Indian.	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Chhattisgarh.	Burma.	Northern Bengal.	Tirhoot.	Cawnpore-Achna.	Bhāvnagar-Gondal.			
0'93 1'18	0'74 1'05	0'52 0 56	0'50 0'54	1'95 1'18	0'59 0'55	0'76 0 67	0'69 1'20	0'76 0'68	0'59 0'53	1'01 1'16	1'03 1 29	0'98 1'47	1st half 2nd „	} 152	
2'10 2'50	1'82 1'77	1'87 1'78	1'08 1'47	1'81 1'47	1'85 1'69	1'88 1'89	1'48 2'30	4'20 3 34	2'21 2'60	2'76 3 40	1'83 2'03	2'52 2'53	1st half 2nd „		} 153
0'89 0'89	0'65 0'73	0'39 0'38	0'36 0'46	0'57 0 47	0'56 0'51	0'50 0'51	0'46 0 61	0'83 0 81	0'42 0'44	0'81 0 99	0 47 0 51	0'39 0 44	1st half 2nd „	} 154	
0'54 0'47	0'66 0'49	0'29 0'31	0'13 0'31	0'21 0'50	0'41 0 32	0'28 0'24	0'36 0'69	0'53 0'43	0'39 0'52	0'53 0'72	0 40 0 57	0'66 0'59	1st half 2nd „		} 155
0'07 0'11	0'01 0'01	0 05 0'05	... 0'14	0'21 0'07	0'12 0'10	0'07 0'02	0'04 0'03	0'10 0'07	0'03 0'04	0'04 0'01	0'12 0 13	0'05 0'11	1st half 2nd „	} 156	
0'12 0'19	0'21 0 31	0'33 0'34	0'37 0'71	0'60 0'65	0'11 0'20	0'06 0'06	0'09 0'16	0'68 0'34	0'11 0'12	0'15 0'22	0'51 0'63	0'51 0'62	1st half 2nd „		} 157
... ...	... ...	... ...	0'35 1'09	... ...	... ...	... ...	... ...	0'43 ...	... ...	... ...	... ...	... ...	1st half 2nd „	} 158	
0'05 0 02	0'06 0 00	0'03 0'03	0'05 0'00	0'06 0'10	0'03 0'03	0'08 0'07	0'04 0'02	0'20 0'11	0'04 0'05	0'03 0'01	0'03 0'05	0'12 0'14	1st half 2nd „		} 159
0'57 0'54	0'38 0 30	... ...	... ...	0'27 0'12	0'06 0'05	0'59 0'21	0'77 1 04	... ...	... ...	... ...	0'10 0 30	0'24 0'24	1st half 2nd „	} 160	
0'37 0'49	0'01 ...	0'14 0 15	0'03 ...	0'01 0'03	0'02 0 02	0'01 0'01	0'01 0'01	0'01 0'01	0'01 0'01	... ...	0'01 0 01	0'25 0'27	1st half 2nd „		} 161
5'61 6'39	4'54 4 75	3'62 3'60	2'87 4'78	5'69 4'62	3'75 3'47	4'23 3'05	3'01 6 11	7'40 6'22	3'80 4'01	5'33 6 03	4'59 5 58	5'72 6 36	1st half 2nd „	} 162	
1'75 2'35	1'42 2'17	1'25 1'44	1'63 1'82	5'36 3'40	1'24 1'26	1'68 1'39	1'13 2'51	1'32 1'84	1'59 1'66	2'51 2 92	3'76 4 42	1'87 3'41	1st half 2nd „		} 15
3'97 4'99	3'50 3'65	4'53 4'57	3'58 4'93	4'99 4'22	3'90 3'84	4'13 3'92	2'41 4'82	7'41 9'01	5'96 5'20	6 83 8'73	6'66 6'96	4'83 6'09	1st half 2nd „	} 15	
1'68 1'77	1'25 1'51	0'94 0'96	1'19 1'55	1'58 1'35	1'19 1'16	1'10 1'05	0'74 1'45	1'43 2'18	1'12 0'68	2'01 2'49	1'72 1'75	0'75 1'00	1st half 2nd „		} 15
1'02 0'94	1'28 1'01	0'70 0'78	0'43 1'04	0'58 1'42	0'87 0'72	0'61 0'51	0'59 1'45	0'91 1'17	1'00 1'03	1'30 1'81	1'47 1'90	1'27 1'43	1st half 2nd „	} 15	
0'12 0'22	0'02 0'01	0'14 0'12	... 0'46	0'58 0'21	0'26 0'23	0'15 0'04	0'07 0'06	0'16 0 20	0'09 0'08	0'09 0'12	0'41 0'44	0'09 0'27	1st half 2nd „		} 15
0'24 0'38	0'40 0'63	0'81 0'87	1'22 2'38	1'64 1'97	0'24 0'44	0'15 0'12	0'14 0'33	1'18 0'91	0'31 0'24	0'37 0'55	1'85 2'16	0'97 1'48	1st half 2nd „	} 15	
... ...	... ...	... ...	1'15 3'63	... ...	... ...	... ...	... ...	1'15 ...	... ...	... ...	... ...	... ...	1st half 2nd „		} 15
0'11 0'05	0'12 0'13	0'08 0'09	0'18 0'19	0'18 0'28	0'06 0'06	0'19 0'15	0'07 0'04	0'34 0 31	0'10 0'10	0'08 0'11	0'11 0'16	0'22 0'34	1st half 2nd „	} 15	
1'03 1'07	0'72 0'74	... ...	... ...	0'73 0'36	0'12 0'12	1'28 0'44	1'26 2'18	... ...	... ...	... ...	0'70 1'23	0'47 0'01	1st half 2nd „		} 16
0'71 0'97	0'02 ...	0'34 0'40	0'10 0'01	0'04 0'09	0'05 0'04	0'02 0'01	0'01 0'03	0'02 0'01	0'03 0'02	0'01 —0'01	0'04 0'04	0'40 0'04	1st half 2nd „	} 16	
10'63 12'74	8'73 9'85	8'79 9'23	9'48 16'01	15'08 13'30	7'93 7'87	9'31 7'63	6'42 12'87	12'77 16'81	10'26 9'21	13'20 16'72	16'74 19'12	10'96 15'33	1st half 2nd „		} 16
1'75 2'35	1'42 2'16	1'25 1'44	1'40 1'67	5'36 3'40	1'24 1'26	1'68 1'39	1'13 2'51	1'32 1'84	1'46 1'51	2'44 2'64	3'76 4'42	1'80 3'41	1st half 2nd „	} 1	

APPENDIX
STATISTICS OF INDIAN
No. VIII.—WORKING

-years ended 30th June and 31st December 1885.

TABLE E.—

HEADINGS.	1885.	BROAD GAUGE.							
		East Indian.	Great Indian Peninsula.	Sind, Punjab and Delhi.	Madras.	Bombay, Baroda and Central India.	Eastern Bengal.	Oudh and Rohilkhand.	Indus Valley.
PER TOTAL TRAIN-MILE.									
Home Expenditure Annas.	{ 1st half 2nd ,,	0'26 0'25	0'16 0'22	0'38 0 58	0'54 0'51	1'05 0'12	0'01 ...	0'60 0'60	0'06 ...
Agent's Office—Salaries and Expenses ,,	{ 1st half 2nd ,,	0'21 0'30	0'12 0'17	0'26 0'34	0'31 0'30	0'49 0'32	0'66 0'61	0'47 0'49	0'26 0'24
Audit, Accounts and Pay Office—Do. ,,	{ 1st half 2nd ,,	0 63 0'68	0'44 0'62	0'81 0'90	0'99 0'97	0'90 1'06	1'04 1'02	0'99 1'07	0'77 0'80
Stores Department—Do. ,,	{ 1st half 2nd ,,	0'27 0 27	0'13 0'19	0'29 0 32	0'16 0'16	0'52 0'59	0'13 0'17	0'13 0'13	0'23 0'21
Medical Department—Do. ,,	{ 1st half 2nd ,,	0'18 0 22	0'09 0'13	0'12 0'13	0'23 0'23	0'17 0'24	0'18 0'15	0'27 0'28	0'20 0'20
Rents and Miscellaneous Expenses ,,	{ 1st half 2nd ,,	0'37 0 46	0'13 0'17	0'22 0'28	0'14 0'13	0'22 0'26	0'59 0'45	0'24 0'29	0'22 0'19
Police ,,	{ 1st half 2nd ,,	0'19 0'21	0'18 0'29	0'27 0'33	0'27 0'25	0'42 0'43	... ...	0'32 0'32	0'13 0'10
Advertising ,,	{ 1st half 2nd ,,	0'01 0 01	0'01 0'01	0'05 0'03	0'04 0 03	0'03 0'03	0'01 0 06	0'01 0'01	0'01 0'01
Electric Telegraph ,,	{ 1st half 2nd ,,	0 69 0 72	0'40 0 68	0'71 0 77	0'63 0 61	0'60 0'75	0'99 0 89	0'98 1'07	0'59 0'60
Other Charges (net) ,,	{ 1st half 2nd ,,	—0'09 —0'05	0'04 0'08	0'08 0'15	0'12 0'14	0'21 0'10	0'03 —0 01	0'22 0'22	0'02 0'01
Total General Charges ,,	{ 1st half 2nd ,,	2'72 3'07	1'79 2'56	3'19 3'83	3'43 3'33	4'58 3 90	3'64 3'34	4'23 4'46	2'40 2'36
PER CENT. ON TOTAL EARNINGS.									
Home Expenditure Per cent.	{ 1st half 2nd ,,	0'32 0 33	0'23 0 35	0'58 0 93	0'97 0 94	1'02 0'14	0'01 ...	0'92 1'12	0'09 ...
Agent's Office—Salaries and Expenses ,,	{ 1st half 2nd ,,	0'26 0 39	0'18 0 27	0 39 0'55	0'57 0'55	0'48 0 36	0'92 1'04	0'72 0'93	0'34 0'32
Audit, Accounts and Pay Office—Do. ,,	{ 1st half 2nd ,,	0'77 0 88	0'65 0 97	1'24 1'43	1'78 1'79	0'89 1'20	1'44 1'73	1'52 2'01	1'03 1'11
Stores Department—Do. ,,	{ 1st half 2nd ,,	0'32 0 35	0'19 0 29	0'44 0'52	0'29 0'30	0'51 0'68	0'18 0'29	0'19 0'25	0'31 0'29
Medical Department—Do. ,,	{ 1st half 2nd ,,	0'21 0 29	0'14 0 21	0'18 0 21	0'40 0'42	0'17 0'28	0'26 0'25	0'41 0'53	0'26 0'28
Rents and Miscellaneous Expenses ,,	{ 1st half 2nd ,,	0'45 0 61	0'19 0'27	0'34 0'44	0'25 0'23	0'22 0'30	0'82 0'77	0'38 0'55	0'29 0'26
Police ,,	{ 1st half 2nd ,,	0'24 0'27	0'27 0'45	0'40 0'52	0'48 0'46	0'41 0'49	... ...	0'49 0'60	0'17 0'15
Advertising ,,	{ 1st half 2nd ,,	0'01 0'01	0'02 0'02	0'07 0'05	0'06 0'06	... 0'03	0'01 0'11	0'02 0'02	0'01 0 01
Electric Telegraph ,,	{ 1st half 2nd ,,	0'84 0'94	0'73 1'07	1'08 1 23	1'13 1'12	0'59 0'85	1'37 1'51	1'51 2'01	0'78 0'83
Other Charges (net) ,,	{ 1st half 2nd ,,	—0'10 —0'07	0'06 0'12	0'12 0'24	0'22 0'27	0'21 0'12	0'05 —0'01	0'34 0'42	0'02 0'01
Total General Charges ,,	{ 1st half 2nd ,,	3'32 4'00	2'66 4'02	4'84 6'12	6'15 6'14	4'50 4'45	5'06 5'69	6'50 8'44	3'30 3'26
PER CENT. ON GROSS EARNINGS.									
Law Charges Per cent.	{ 1st half 2nd ,,	0'03 0'04	0'02 0'03	0'03 0'44	0'01 0'05	... 0'01	0'01 0'05	0'01 0'02	0'01 0'01
Compensation ,,	{ 1st half 2nd ,,	0'02 0'01	0'01 0'06	0'01 0'07	0'29 0'05	0'01 0'01	0'11 0'11	0'01 0'04	0'04 0'09
Rates and Taxes ,,	{ 1st half 2nd ,,	0'11 0'13	0'20 0 09	0'05 0'47	0'19 0'26	0'14 0'24	0'15 0'23	0'02 0'01	.....
Payments to other Lines ,,	{ 1st half 2nd ,,	... 0'40	0'83 0'87	... 0'01	0'25 0'10	0'61 0'77	... ...	0'20 0'25	3'55 1'84
Other Charges (net) ,,	{ 1st half 2nd ,,	0'17 0'17	0'13 0'05	0'07 4'97	0'06 0'15	0'10 0'13	2'43 3'43	1'24 2'13	0'69 0'58
Total Special and Miscellaneous Expenses ,,	{ 1st half 2nd ,,	0'33 0'05	1'19 1'16	0'16 3'06	0'80 0'11	0'86 1'16	2'70 3'84	1'48 2'45	4'49 2'59

A—continued.

RAILWAYS,—Part II—continued.

EXPENSES—concluded.

GENERAL CHARGES.

Half-years ended 30th June and 31st December 1885.

NARROW GAUGE.														1885.	Progressive number.
Punjab Northern.	Nizam's.	South Indian.	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Chhattisgarh.	Burma.	Northern Bengal.	Tirhoot.	Cawnpore-Achnara.	Bhavnagar-Gondal.			
...	0 06	0 65	...	1 64	0 48	0 18	1st half	} 163a	
...	2 18	0 55	1 23	1 31	0 50	...	...	...	...	...	...	...	2nd "
0 40	0 48	0 44	0 40	0 88	0 22	1 51	0 58	0 95	0 70	1 06	0 57	0 91	1st half	} 164a	
0 48	0 25	0 39	0 63	0 55	0 23	1 25	1 10	0 99	0 76	1 10	0 71	1 41	2nd "		
1 00	1 09	0 82	0 68	1 80	0 71	1 34	0 82	1 25	1 22	1 59	1 05	1 51	1st half	} 165a	
1 22	0 87	0 78	0 90	1 18	0 68	1 33	1 52	1 73	1 43	1 97	1 32	2 07	2nd "		
0 26	0 27	0 21	0 09	0 76	0 21	0 41	0 30	0 31	0 06	0 28	0 24	0 21	1st half	} 166a	
0 27	0 04	0 20	0 14	0 31	0 21	0 37	0 80	0 42	0 07	0 34	0 24	0 33	2nd "		
0 21	0 19	0 12	0 09	0 56	0 12	0 23	0 05	0 08	0 25	0 43	0 10	0 30	1st half	} 167a	
0 25	0 21	0 11	0 15	0 25	0 11	0 22	0 11	0 13	0 26	0 40	0 12	0 45	2nd "		
0 24	0 34	0 18	0 04	0 60	0 16	0 16	0 47	0 25	0 14	0 45	0 53	0 37	1st half	} 168a	
0 27	0 05	0 19	0 02	0 41	0 20	0 10	0 66	0 37	0 13	0 33	0 47	0 47	2nd "		
0 07	0 02	0 30	0 21	...	0 03	...	0 10	0 09	0 09	0 88	1st half	} 169a	
0 10	...	...	0 03	0 60	0 20	...	0 24	...	0 12	0 15	0 09	0 10	2nd "
0 01	0 01	0 07	...	0 04	...	0 01	0 01	0 02	0 02	0 02	0 08	0 20	1st half	} 170a	
0 10	0 01	0 03	0 07	0 11	...	...	0 07	0 04	0 02	0 02	0 01	0 01	2nd "
0 91	0 67	0 82	0 40	1 45	0 84	1 71	0 80	2 03	1 12	1 45	0 02	1 53	1st half	} 171a	
0 99	0 63	0 67	1 75	1 03	0 81	1 52	1 51	1 29	1 21	1 50	1 84	1 97	2nd "		
0 04	...	0 20	...	0 06	0 05	...	0 01	0 05	0 03	0 03	0 01	0 08	1st half	} 172a	
0 03	...	0 21	...	0 03	0 03	...	...	0 01	...	0 02	...	0 05	2nd "
3 14	3 11	3 51	1 81	8 27	3 00	5 37	3 07	4 04	3 52	5 40	3 59	5 09	1st half	} 173a	
3 02	4 24	3 13	4 95	5 81	2 97	4 79	6 01	4 95	4 00	5 89	4 80	7 86	2nd "		
...	0 11	1 56	...	4 41	1 00	0 45	0 01	1st half	} 163b	
...	4 44	1 39	3 69	3 72	1 12	...	...	...	...	...	...	...	2nd "
0 71	0 90	1 06	1 18	2 37	0 45	3 25	0 91	1 59	1 70	2 31	1 96	1 71	1st half	} 164b	
0 91	0 51	0 99	1 85	1 55	0 51	2 51	2 28	2 63	1 36	2 45	2 27	3 29	2nd "		
1 78	2 05	1 96	1 07	5 07	1 10	2 50	1 32	2 09	2 06	3 46	3 65	2 85	1st half	} 165b	
2 29	1 76	1 98	2 68	3 37	1 51	2 67	3 17	4 60	2 55	4 30	4 21	4 85	2nd "		
0 46	0 50	0 50	0 27	2 05	0 43	0 50	0 10	0 52	0 11	0 61	0 85	0 40	1st half	} 166b	
0 51	0 09	0 51	0 42	0 87	0 47	0 70	1 66	1 11	0 12	0 75	0 77	0 77	2nd "		
0 38	0 36	0 28	0 26	1 52	0 25	0 51	0 08	0 13	0 60	0 03	0 34	0 57	1st half	} 167b	
0 40	0 43	0 27	0 44	0 70	0 26	0 45	0 23	0 35	0 47	1 03	0 33	1 05	2nd "		
0 42	0 64	0 43	0 12	1 86	0 14	0 11	0 77	0 42	0 34	0 95	1 84	0 70	1st half	} 168b	
0 51	0 10	0 49	0 07	1 18	0 45	0 21	1 35	0 09	0 22	0 73	1 45	1 11	2nd "		
0 12	0 07	0 81	0 45	...	0 05	...	0 24	0 19	0 31	1 66	1st half	} 169b	
0 20	...	...	0 09	1 70	0 45	...	0 49	...	0 21	0 32	0 25	2 57	2nd "
0 02	0 02	0 17	...	0 10	0 01	0 02	0 01	0 03	0 05	0 04	0 31	0 38	1st half	} 170b	
0 02	0 02	0 09	0 21	0 30	...	...	0 15	0 10	0 03	0 04	0 04	0 03	2nd "
1 62	1 26	1 97	1 43	3 92	1 74	3 70	1 30	3 40	2 74	3 15	3 19	2 87	1st half	} 171b	
1 85	1 30	1 67	5 33	2 95	1 51	3 06	3 12	3 45	2 10	3 34	5 84	4 61	2nd "		
0 06	...	0 49	...	0 16	0 10	...	0 01	0 08	0 07	0 06	0 02	0 14	1st half	} 172b	
0 06	...	0 53	0 01	0 09	0 06	...	...	0 01	...	0 05	...	0 12	2nd "
5 57	5 84	8 42	5 30	22 27	6 26	11 60	4 07	8 26	9 20	11 74	12 47	11 28	1st half	} 173b	
6 81	8 67	7 92	14 82	16 52	6 64	9 60	12 45	13 24	7 12	13 07	15 27	18 40	2nd "		
MISCELLANEOUS EXPENSES.														} 174	
0 12	...	0 01	...	0 10	0 05	...	0 01	...	...	0 01	...	0 01	1st half
...	...	0 01	0 06	0 04	0 06	...	0 02	2nd "	} 175	
0 12	0 04	0 03	0 05	...	0 01	0 06	0 13	0 02	0 09	0 02	0 04	0 01	1st half		
0 18	...	0 01	0 33	0 03	0 01	...	0 04	0 05	0 18	0 06	0 14	0 24	2nd "	} 176	
...	...	0 13	0 12	0 27	...	0 03	...	0 13	0 01	0 04	...	...	1st half
...	...	0 36	0 05	0 10	...	0 02	...	0 00	0 02	0 01	2nd "	} 177	
1 31	1 23	0 02	...	0 33	0 16	0 10	0 35	...	...	0 23	0 25	0 16	1st half
1 29	1 93	0 21	0 18	0 06	0 53	0 33	0 42	0 32	2nd "	} 178	
0 67	0 52	0 03	...	0 37	0 51	0 29	0 53	0 29	0 04	0 73	0 87	1 25	1st half		
0 81	0 25	0 04	0 64	0 21	0 54	0 20	0 65	0 58	0 65	0 75	0 68	1 29	2nd "	} 179	
2 22	1 79	0 22	0 17	1 07	0 71	0 48	1 01	0 64	0 74	1 03	1 17	1 43	1st half		
2 28	2 18	0 42	1 10	0 55	0 73	0 34	1 56	1 23	0 85	1 21	1 44	1 87	2nd "		

APPENDIX
STATISTICS OF INDIAN

No.

Half-years ended 30th June and 31st December 1885.

EXTRACT FROM TABLES PRINTED

Progressive number	HEADINGS.	1885.	BROAD GAUGE.							
			East Indian.	Great Indian Peninsula.	Sind, Punjab and Delhi.	Madras.	Bombay, Baroda and Central India.	Eastern Bengal.	Oudh and Rohilkhand.	Indus Valley.
FROM APPENDIX I.										
180	Average number of Locomotives on the line No.	{ 1st half 2nd ,,	561 560	520 542	164 164	149 149	108 123	82 82	130 144	161 166
181	Average train-mileage hauled per Locomotive per diem . Miles.	{ 1st half 2nd ,,	54 75 50 73	60'00 41 00	60'24 62'64	46'00 47'00	66'50 50'00	51'26 55'30	41'90 35'78	45'60 43'68
lbs. coal per train-mile (coal-burning engines)—										
182	Coaching lbs.	{ 1st half 2nd ,,	38'00 36 75	48'23 46 95	42'38 40'57	{ }	{ 47'80 40'80 }	{ (a)33'32 (a)33'93 }	35'18 19'55	......
183	Goods "	{ 1st half 2nd ,,	43'50 43'00							
184	Mixed "	{ 1st half 2nd ,,	42'22 41'19							
lbs. wood per train mile (wood-burning engines)—										
185	Coaching lbs.	{ 1st half 2nd	... ...	...	...	{ 105'44 105 97 }	{ }	{ }	{ }	118'10 115'54
186	Goods "	{ 1st half 2nd ,,	... ...	...	...		
187	Mixed "	{ 1st half 2nd ,,	... ...	...	...		
Average gross weight of trains—										
188	Coaching Tons	{ 1st half 2nd ,,	176'07 170 12	145'39 ..	178 03 160 61	152 68 123 51	139'93 141'42	(b)137'14 (b)143'56	231'37 101'87	259'25 172'93
189	Goods "	{ 1st half 2nd ,,	331'18 350 89	260'32 ..	295 29 314 72	220'70 240 06	448'15 454 90	(b)292'37 (b)336 58	263'09 275'96	371'56 399'04
190	Mixed "	{ 1st half 2nd ,,	223'27 210 51	... ...	228 15 219 65	201'49 207 37	285'59 280'52	(b)171'12 (b)166'14	294'59 201'98	272'94 272'40
Average through speed of trains—										
191	Coaching . . Miles per hour.	{ 1st half 2nd ,,	26'23 26 37	21'60 21'60	17'13 17'13	18'60 18 00	19'25 19 50	(a)19'20 (a)17'51	16'88 18'23	18'87 18 87
192	Goods "	{ 1st half 2nd ,,	12'25 12'23	11'65 11'45	10'57 10'57	11 86 11'86	9'50 9 50	(a)12'53 (a)13'35	9'63 9'66	10'57 10'57
193	Mixed "	{ 1st half 2nd ,,	17'29 16'92	14'78 14'90	14'40 14'40	14'24 14'24	14'25 14'00	(a)14'98 (a)14'68	12'85 14'38	12'52 12'52
FROM APPENDIX II.										
194	Average mileage per diem of coaching vehicles, including brakes Miles.	{ 1st half 2nd ,,	201,163 191,296	120,651 115,469	65,654 60,326	43,119 44,186	41,647 43,592	31,579 27,915	36,946 36,930	28,044 30,687
195	Average mileage per diem of goods vehicles, including brakes "	{ 1st half 2nd ,,	540,653 466,560	502,650 289,491	161,605 143,348	80,690 79,830	162,251 118,431	37,515 47,941	86,801 36,897	171,084 168,268

(a) Eastern Section only. For the Southern and Central Sections as follows :—

Progressive number.	HEADINGS.	Southern Section.	Central Section.
182	Coaching . . { 1st half 2nd ,,	40'07 41'03	34'93 33'87
183	Goods . . . { 1st half 2nd ,,	21'52 22'03	25'41 18'74
184	Mixed . . . { 1st half 2nd ,,	41'89 42'72	40'05 39'27
191	Coaching . . { 1st half 2nd ,,	16'26 13'64	14'53 12'81
192	Goods . . . { 1st half 2nd ,,	10'00 4'37	8'00 7'24
193	Mixed . . . { 1st half 2nd ,,	12'92 11'21	13'80 13'92

A—continued.

RAILWAYS,—Part II—continued.

IX.

AS APPENDICES TO THE ANALYSES.

Half-years ended 30th June and 31st December 1885.

		NARROW GAUGE.											1885.	Progressive
Punjab Northern.	Nizam's.	South Indian.	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Chhattisgarh.	Burma.	Northern Bengal.	Tirhoot.	Cawnpore-Achnara.	Bhavnagar-Gondal.		
86 90	13 13	120 124	27 34	21 39	353 352	13 15	27 26	36 40	46 49	31 37	34 35	20 20	1st half 2nd "	18
46'54 37'08	76'06 83 60	47'00 47'00	62'86 47'18	35'45 33'34	49'51 48 75	34'68 32 97	57'39 31'51	64'18 56 56	52'15 43 00	51'88 33 32	51'25 38'49	53'43 37'03	1st half 2nd "	
34'95 35'22	...	18'21 17'75	30'56 28'75	26'57 27'76	(c)22'66 (c)20'27	...	...	14'68 12'06	22'72 21 92	31'35 30 60	32'70 29 23	23'74 21 91	1st half 2nd "	18
	...	21'81 22 57			(c)33'66 (c)30'93	...	48'28 31 55	27'20 25'00	29'37 29 18				1st half 2nd "	
	...	27'49 27'16			(c)21'93 (c)20 70	...	53'11 50 40	29'05 25'38	28'71 27 49				1st half 2nd "	18
	
...	73'70 71'19	...	...	...	...	(c)72'07 (c)52'95	...	...	...	...	...	...	1st half 2nd "	18
...	77'86 83 04	...	...	...	...	(c)79 05 (c)73'20	...	...	...	...	...	...	1st half 2nd "	
...	74 72 81 54	...	...	...	...	(c)85'38 ...	...	...	...	...	...	...	1st half 2nd "	18
210'16 171'57	123'16 101 68	125'81 114 32	163'25 ..	62'13 89 30	81'97 85'15	137'12 186 42	49'74 94'18	115'38 106'08	87'32 94'11	101'04 114'46	108'07 111'23	73'66 71'99	1st half 2nd "	18
	156 71 128 30	88 30 73 80	207'84 170'19	104'02 115 88	176'12 174 09	94 25 95 72	164'72 194 08	201'04 145'30	160'20 200'26	140'78 153'47	89 80 97'04	147'30 138'95	1st half 2nd "	
	165 11 176 90	125'94 138'32	186 76 127'52	74'56 99'55	110'39 107 45	97'45 185'28	156 82 146 89	222'67 177'64	112'53 133 43	120'64 132 18	126'09 135 78	107'23 98 00	1st half 2nd "	19
...	16'62 16'62	Mail { 16 16	13'00 ...	13'26 13'26	17'18 17'18	10'98 10'98	...	17'17 17'17	17'48 17'35	17'24 17 24	11'29	19'00 15'15	1st half 2nd "	
M.L. { 12'26 11'52	11'08 11'08	...	12'50 12'00	11'66 11 66	8'44 8'27	10'32 10 32	11'34 14 25	11'74 11'74	10 45 10 43	10'56 10'56	9'70 10 25	11'00 11 24	1st half 2nd "	19
S. L. { 11'06 10'62	12'52 12 52	13 13	15'00 12'50	13'26 13'26	12'47 12'55	10'98 ..	13'10 14 32	13'12 13'12	12'44 12'66	14'32 14'32	15'08 11'49	14'00 14'20	1st half 2nd "	
...	12'12 11 96	...	...	...	...	...	...	...	...	...	...	...	...	19
31,366 28,018	7,505 8,092	39,423 42,213	10,312 16,206	4,302 7,951	105,943 103,118	3,229 3,494	7,169 6,292	23,086 28,355	15,207 15,701	13,556 13,841	15,547 12,592	8,962 8,524	1st half 2nd "	
34,219 27,045	7,078 8,100	47,679 47,778	26,356 24,301	8,626 16,555	264,822 247,738	3,804 4,409	33,547 11,454	30,097 21,202	31,046 30,128	17,969 13,922	10,654 9,489	15,536 6,092	1st half 2nd "	19

(b)—Eastern and Southern Sections. For the Central Section as follows —

PROGRESSIVE NUMBER.	HEADINGS.	CENTRAL SECTION.
188	Coaching . . . { 1st half 2nd "	71'20 71'93
189	Goods . . . { 1st half 2nd "	168'32 195'06
190	Mixed . . . { 1st half 2nd "	118'17 104'94

(c) Per engine-mile.

APPENDIX
STATISTICS OF INDIAN

No.

f-years ended 30th June and 31st December 1885.

EXTRACT FROM TABLES PRINTED.

HEADINGS.	1885.	BROAD GAUGE.							
		East Indian.	Great Indian Peninsula.	Sind, Punjab and Delhi.	Madras.	Bombay, Baroda and Central India.	Eastern Bengal.	Oudh and Rohilkhand.	Indus Valley.
FROM APPENDIX IV.									
Average age of rails—									
Steel Years {	1st half	8'0 8'5	{ 8'0 (b)	9'5 9'5	10'0 10'5	{ 14'0 14'0	{ 2'5 3'0	3'5 2'0	4'5 5'0
	2nd „								
Iron „ {	1st half	{ 20'5 (b)	20'5 21'0	19'5 19'5	{ 18'0 18'0	12'5 13'0	6'5 7'0		
	2nd „								
Proportion renewed per mile of rail—									
Steel Per mile. {	1st half	{ 0'001 0'003	0'02 0'05	... ...	{ 0'03 0'04	{ ... 0'005	... ...	0'001 ...	
	2nd „								
Iron „ {	1st half	{ 0'03 0'02	0'005 0'009	0'006 0'008	{ 0'02 0'006	0'008 0'009	0'006 0'007		
	2nd „								
FROM APPENDIX V.									
Average age of sleepers—									
Wood Years. {	1st half	7'0 7'5	{ (b) (b)	11'5 12'0	7'5 7'5	{ (c)12'0 (d)11'5	8'0 (f)8'0	12'5 11'5	6'5 7'0
	2nd „								
Iron „ {	1st half	{ (b) (b)	9'0 8'5	15'5 16'0	10'0 10'5	5'5 6'0	12'0 11'5	5'0 5'5	
	2nd „								
Percentage of removals—									
Wood Per cent. {	1st half	6'86 4'25	6'07 5'91	8'70 7'79	8'27 7'50	5'08 (e)5'36	5'08 4'36	1'43 1'39	0'43 0'82
	2nd „								
Iron „ {	1st half	(a)0'75	1'05 1'24	1'70 2'37	0'28 0'17	0'72 0'97	0'41 1'59	0'67 0'35	0'26 ...
	2nd „								

(a) Exclusive of 2,947 yards of wrought-iron sub-way.
 (b) Information not furnished.
 (c) Exclusive of 34,545 yards of creosoted longitudinal wooden sleepers, the average age of which is 4 years.
 (d) Exclusive of 37,896 yards of creosoted longitudinal wooden sleepers, the average age of which is 4 years.
 (e) Exclusive of longitudinal sleepers.
 (f) Exclusive of 126 yards of longitudinal sleepers, the average age of which is 10 years.

APPENDIX A.

h

A—concluded.

RAILWAYS,—Part II—concluded.

IX—concluded.

AS APPENDICES TO THE ANALYSES—concl'd.

Half-years ended 30th June and 31st December

NARROW GAUGE.													1885.
Punjab Northern.	Nizam's.	South Indian.	Bengal and North-Western.	Southern Mahratta.	Rajputana-Malwa.	Mysore.	Nagpur-Chhattisgarh.	Burma.	Northern Bengal.	Tirhoot.	Cawnpore-Achnera.	Bhāv-nagar-Gondal.	
5'5 6'0	2'0 2'5 11'5 12'0	5'0 5'5 12'5 13'0	1'0 1'5	(i) 2'0 ... 1'5	3'0 3'5 8'5 9'0	4'0 3'0	4'0 4'5 4'0 4'5	1'0 1'5 9'0 9'5	... ... 3'0 8'5	2'0 2'5 9'0 9'5	3'5 4'0 ... ...	... ... 5'0 5'5	1st half 2nd „
													1st half 2nd „
0'002 0'003	0'03 ... 0'009 0'05	... ... 0'007 0'006	... ... ... ...	0'004 0'003	0'001 0'002 0'02 0'01	... ... ... ...	0'001 0'002 0'002 0'01	... ... 0'01 0'004	... ... 0'003 0'02	0'005 0'006	0'002 0'002 ... ...	... ... ... ...	1st half 2nd „
													1st half 2nd „
5'0 5'5	11'5 10'0	(g)10'0 (h)10'5	1'0 1'5	2'0 2'0	(j)6'0 (k)6'5	4'0 4'0	(l)4'0 (m)4'5	7'0 6'5	(n)6'0 (o)6'0	5'5 5'5	3'5 4'0	5'0 5'5	1st half 2nd „
													1st half 2nd „
3'5 4'0	11'5 12'0	17'0 17'0	... ...	1'0 1'0	2'0 2'5	... ...	... ...	... ...	(n)6'0 (n)6'5	2'0 2'5	... ...	... ...	1st half 2nd „
													1st half 2nd „
1'00 0'82	1'56 15'26	0'91 (o)0'50	... ...	0'05 0'09	(e)1'70 (e)3'47	0'10 0'03	(e)2'86 5'23	0'24 0'33	(e)6'61 (e)6'60	4'42 3'69	0'04 0'15	0'30 0'18	1st half 2nd „
													1st half 2nd „
... ...	2'10 0'32	... 0'001	... ...	0'01 0'01	0'38 0'15	... ...	... ...	... ...	(n)0'00 0'14	0'18 0'11	... ...	... ...	1st half 2nd „
													1st half 2nd „

(g) Exclusive of 32,644 lineal feet of longitudinal sleepers, the average age of which is 11'5 years.
(h) Exclusive of 32,644 feet of longitudinal sleepers, the average age of which is 12 years.
(i) The average age of rails on the South Deccan line is 3 years, and that on the East Deccan line 14 months.
(j) Excludes 8,849 yards of longitudinal sal and teak sleepers, the average age of which is not known.
(k) Exclusive of 9,745 yards of longitudinal sal and teak sleepers.
(l) Excludes 785 yards of longitudinal sleepers, the average age of which is 4 years.
(m) Exclusive of 809 yards of longitudinal sleepers.
(n) Exclusive of steel sleepers.

APPEN

Statement showing the general results of working of the

No	RAILWAYS	MEAN LENGTH OF LINE OPEN—MILES					COA	
		1881.	1882	1883	1884	1885	1881	1882.
1	East Indian	1,506	1,507	1,509	1,509	1,513	1,18,92,133	1,31,92,309
2	Eastern Bengal (d)	(a) 172	(b) 177	(b) 205	233	233	(c) 16,17,285	(d) 15,48,440
3	Punjab Northern	343	397	421	447	447	13,52,116	13,96,492
4	Indus Valley	(f) 660	(f) 660	(f) 660	(f) 660	(f) 660	14,98,701	11,18,467
5	Madras	858	859	861	861	861	26,42,909	29,00,202
6	Great Indian Peninsula (g)	(h) 1,446	(h) 1,446	(h) 1,446	(h) 1,447	1,501	(h) 63,68,419	(h) 73,18,304
7	Bombay, Baroda and Central India (j) .	444	458	461	461	461	33,30,487	33,14,842
8	Oudh and Rohilkhand .	47	547	517	559	605	20,59,055	21,82,247
9	Sind, Punjab and Delhi	(l) 676	(l) 676	(l) 730	(k) 720	(k) 704	36,47,754	36,01,112
10	His Highness the Nizam's	120	117	120	120	120	2,95,196	3,44,291
11	Rajputana (l)	735	1,116	1,117	1,120	1,411	22,35,699	37,60,874
12	Holkar and Sindia-Necmuh	289					7,41,821	
13	Tirhoot	(m) 50	(m) 81	(m) 162	201	226	2,30,214	2,60,608
14	Northern Bengal .	(n) 233	(n) 231	(n) 235	245	249	5,36,915	5,70,693
15	Cawnpore-Achnur (o)	86	86	138	205	249	1,54,170	1,85,366
16	Nagpur-Chhattisgarh	62	102	149	149	149	87,498	1,38,962
17	Burma .	16	161	161	223	291	7,10,899	8,16,029
18	South Indian	(p) 663	(p) 663	(p) 662	(p) 662	(p) 662	21,06,450	21,14,967
19	Bhavnagar-Gondal	170	193	193	193	193	3,61,543	4,63,576
20	Mysore . . . . .	..	82	87	104	140		1,92,555

(a) Includes Poradaha Section of the Northern Bengal State Railway.

(b) Includes Bengal Central Railway and Poradaha Section of the Northern Bengal State Railway.

(c) Includes the Company's share of earnings of the Poradaha Section, Northern Bengal State Railway worked by the Company

(d) Includes the Company's share of earnings of the Poradaha Section, Northern Bengal State Railways and the Bengal Central Railway, worked by the Company

(e) The earnings include the Company's share of the earnings of the Branch lines worked by it for the 1st half of 1884 only.

(f) Includes 7 miles of the Sind, Punjab and Delhi Railway worked over, and 152 miles of the Sind-Pishin Railway, Southern Section.

(g) Includes Branch State lines worked by the Company.

DIX B.

Principal Indian Railways during the years 1881-1885

EARNINGS IN RUPEES								No
CHING				GRI				
1883	1884	1885	1886	1887	1888	1889	1890	
1,25,47,204	1,30,65,845	1,32,21,119	3, 2, 35 495	3 27 6/ 4/6	3,59,87,354	2,90,55,505	3,22,87,256	1
(d) 17,71,361	() 19,55,524	19,93,000	(c) 34,40 206	(d) 39,71,937	d) 30,51, 995	(c) 30 34,827	22,24,761	2
13,37,120	14,15,222	19,34,099	19,59 004	16 34,175	15,37 995	15,22,551	16,66,704	3
10,77,472	13,78,376	20,75,305	35,41,392	34,99,320	5,25 167	57,59 156	83,90,935	4
27,33,434	50,10,922	32,19,677	34,85,445	35,41,103	37,25 725	39,62,694	42,72,976	5
(h) 70,90,634	(h) 76,73,055	78,74,635	(h) 25,41,441	(h) 2 75 75 255	(h) 2,76,13,579	(h) 2,56,49,008	2,82,04,308	6
34,81,024	37,62,724	35,17,200	61,87,155	66,53,310	52 35 270	82,35,822	91,08,381	7
19,99,560	21,38,096	21,38,926	25,27,135	27,15,128	29,03,323	28,11,168	29,35,661	8
34,36,477	36,49,691	46 98,565	56,04,210	57,75,035	75,03,957	70,03,461	86,02,606	9
3,77,127	4,47,780	4,22,015	4,43 921	4,05 234	4,01, 77	5,12,045	6,75,706	10
38,08,020	41,70,961	46,01,732	{ 49,00,007 11,05,913 }	70,24,555	8,12 553	55,57,493	1,16,16,237	{ 11 12 }
3,71,920	4,80 449	5,15 565		2 4 574	2 97,955	4,17 437	5,28,225		5,80,271	13
6,15,744	6,72,319	6,87,143	10,50 935	12 39, 65	13 20,155	12 22,057	12,52,017	14
3,25,206	4 57,691	5,10,810	1,22,109	1,05,630	2,34 269	3 74,396	3 39,533	15
1,90,546	2,05,935	2,27,507	1 89,310	4,50 106	11,17,120	11,05,325	11,77,455	16
8,64,552	12,52,281	12,71,725	7,15,555	7,36,515	6,75 07	8,24,430	8,35,932	17
20,65,188	22,29,840	25,30,473	15,41,534	15,94,462	17,47 590	18,96,047	19,67,671	18
4,41,482	4,90,090	4,93,386	3,18,259	3,99,035	4,35,785	5,81,483	4,66,375	19
2,07,456	2,26,275	2,64,184		92,818	90,109	1,28,751	1,59,765	20

(h) Excludes Bhopal State Railway, which is also worked by the Company.

(j) Includes Patni Branch

(k) Includes 13 miles of the First Indian Railway between Ghazipur and Delhi worked over.

(l) The figures for 1885 are for the entire Rajputana-Malwa System, including Rewari-Fora port line

(m) Excludes the mileage of the Barh Branch (3 miles) worked by the East Indian Railway.

(n) Excludes the Poradaha Branch worked by the Eastern Bengal Railway.

(o) The figures under the columns 1881 and 1882 represent the transactions of the Cawnpore-Farakhabad State Railway only.

(p) Includes the Pondicherry Branch, 8 miles.

APPENDIX

Statement showing the general results of working of the

No	RAILWAYS	SILAM BOAT SERVICE—RUPLIS					
		1881	1882	1883	1884	1885	1886
1	East Indian	31,849	29,221	31,892	27,354	29,628	12,18,995
2	Eastern Bengal	5,72,134	5,02,715	1,17,666	3,72,479	2,72,541	(a) 72,117
3	Punjab Northern	.	.	—6,880	...	..	1,28,414
4	Indus Valley	2,06,471	2,81,505	2,70,546	1,37,108	2,76,573	2,88,596
5	Madras	.	.	.	..	.	1,82,958
6	Great Indian Peninsula (d)	.	.	..	.	.	4,46,963
7	Bombay, Brood and Central India (g)	.	..	.	.	.	2,27,487
8	Oudh and Rohilkhand	.	.	.	.	.	3,12,541
9	Sind Punjab and Delhi	1,53,303	16,569	500	...	.	6,82,850
10	His Highness the Nizam	.	.	.	.	...	17,687
11	Rajputana (h)	}	.	.	.	..	90,641
12	Holkar and Sindia-Narmada		.	.	.	.	11,846
13	Indoot	97,207	55,034	67,629	90,329	1,23,717	15,899
14	Northern Bengal	1,92,708	2,32,765	2,10,459	1,80,192	1,79,028	(k) 53,331
15	Cawnpore-Achmut (l)	...	.	.	..	..	2,305
16	Nagpur-Chhattisgarh	.	.	.	.	..	4,721
17	Burma	.	.	.	.	.	17,168
18	South Indian	.	.	.	..	...	(m) 1,07,704
19	Bhavnagar-Gondal	.	.	.	.	23,907	8,584
20	Mysore	.	.	.	...	...	...

(a) Includes the Company's share of earnings of the Poradaha Section, N. B. S. Railway, worked by the Company.

(b) Includes the Company's share of earnings of the Poradaha Section, N. B. S. Railway, and the B. C. Railway worked by the Company.

(c) The earnings include the Company's share of the earnings of the Branch lines worked by it for the 1st half of 1884 only.

(d) Includes Branch State lines worked by the Company.

(e) Includes the earnings of the Dhond-Manmad and Berar State lines, and the amount received for working the Bhopal State line.

(f) Includes the earnings of the Dhond-Manmad and Berar State lines.

*B—continued.**Principal Indian Railways during the years 1881—1885—contd*EARNINGS—*contd*

SUNDRIES, INCLUDING FUEL AND—RUEE

TOTAL—RUEE

No

1881	1882	1883	1884	1885	1886	1887	1888	1889	1890
11,28,589	9,02,605	7,56,613	8,45,556	4,54,11,417	4,71,17,595	4,91,67,005	4,38,35,113	4,03,86,580	1
(b) 1,02,774	(b) 1,12,478	(c) 1,21,413	3,95,163	(a) 57,0142	(c) 61,25,725	(b) 57,24,100	(c) 55,20,243	48,85,765	2
99,842	2,71,737	2,72,444	2,28,196	34,60,564	31,30,512	31,39,972	32,40,517	38,29,299	3
2,13,262	1,67,691	74,358	1,20,318	55,35,161	51,12,500	72,11,176	73,29,028	1,86,61,34	4
4,77,266	1,72,700	1,07,702	1,05,340	63,11,312	69,13,571	66,31,909	71,41,318	76,57,993	5
(c) 4,60,645	(c) 4,10,352	(c) 3,34,178	3,53,101	(f) 3,20,56,823	(c) 3,53,63,201	(c) 3,51,11,364	(c) 3,36,56,514	3,64,32,017	6
2,06,028	2,05,906	1,97,063	2,11,755	97,15,137	1,01,76,189	1,10,22,209	1,21,95,589	1,31,40,356	7
3,65,169	4,93,311	3,25,633	4,02,782	19,28,730	5,02,814	54,56,254	52,75,197	55,37,369	8
6,36,605	4,17,090	1,75,960	3,49,181	1,01,74,147	1,00,32,301	1,14,17,851	1,08,98,112	1,36,50,655	9
19,892	1,18,17	12,192	15,625	7,56,831	5,50,117	8,53,521	9,72,917	11,18,949	10
{ (j) 1,41,173	1,94,897	2,39,876	2,31,111	{ 72,42,247	{ (j) 1,09,29,630	1,27,15,470	1,29,74,350	1,61,49,110	{ 11
				{ 19,10,579					{ 12
16,692	35,155	85,066	99,141	5,81,555	6,60,022	8,92,141	11,90,072	12,78,634	13
(l) 1,03,187	1,17,509	91,621	45,756	(j) 16,18,890	(k) 21,15,010	22,01,192	21,66,769	21,58,971	14
1,816	13,122	5,612	54,158	2,76,551	3,55,512	5,72,917	8,60,699	9,13,501	15
6,318	12,349	8,154	9,804	2,51,529	6,04,386	1,20,021	1,23,014	14,14,880	16
23,346	23,037	28,710	55,998	15,43,622	15,75,090	15,62,886	21,05,411	21,03,055	17
(m) 49,285	(m) 53,890	(m) 63,162	(m) 61,981	(m) 37,55,688	(m) 37,58,714	(m) 38,69,668	(m) 41,89,019	(m) 45,60,125	18
14,225	16,912	20,739	20,992	6,88,385	8,76,556	8,94,179	10,92,312	10,04,660	19
3,018	5,300	6,422	6,705	...	2,88,391	3,02,895	3,01,448	4,33,954	20

(j) Includes Patri Bianchi.

(k) The figures for 1885 are for the entire Rajputani-Malwa System, including Rewari-Ferozepore line.

(l) Includes share of profits for working the Muttra-Achnora line.

(m) Includes share of earnings of the Poradaha Branch.

(n) The figures under the columns 1881 and 1882 represent the transactions of the Cawnpore-Farukhabad State Railway only.

(o) Includes the amount received for working the Pondicherry line.

Statement showing the general results of working of the

		EXPENSES									
No	RAILWAYS	MAINTENANCE PER MILE OF TRACK, INCLUDING SIDINGS—RUPEES					Loco				
							Total per train-mile—Annas				
		1881	1882	1883	1884	1885	1881	1882	1883	1884	1885
1	East Indian	1,941	2,555	3,175	2,434	2,290	7 43	7 82	6 20	8 13	7 84
2	Eastern Bengal	(b) 1,569	(b) 1,526	(b) 2,009	1,683	(c) 2,661	(b) 12 51	(c) 9 85	(c) 9 95	(d) 10 22	(e) 9 32
3	Punjab Northern	1,254	1,110	1,227	1,032	1,141	21 37	17 82	16 90	14 87	13 18
4	Indus Valley	1,144	986	973	1,022	1,085	14 55	10 85	12 89	12 03	12 38
5	Midiis	1,259	1,275	1,053	1,089	1,078	11 04	11 06	11 12	10 84	11 09
6	Great Indian Peninsula (f)	(g) 1,305	(g) 2,125	(g) 2,147	(g) 2,238	2,312	(g) 12 39	(g) 11 95	(g) 12 57	(g) 13 24	12 62
7	Bombay, Baroda and Central India (h)	1,671	3,368	2,629	2,591	2,949	13 80	13 25	12 46	12 84	12 57
8	Oudh and Rohilkhand	1,090	1,535	1,046	1,331	2,061	11 71	22 29	11 24	10 73	9 62
9	Sind, Punjab and Delhi	1,925	1,755	1,640	2,149	2,172	13 93	14 45	14 10	12 96	12 34
10	Hissar, Haryana and the Nizam's	656	1,014	1,576	1,590	1,674	9 05	6 97	6 59	5 74	6 68
11	Rajputana (i)	1,197	1,025	1,114	1,407	1,116	11 81 11 95	10 92	10 91	12 15	10 64
12	Hollwarth and Sindh Necmich	1 60									
13	Irishoot	719	79	652	1,016	850	7 61	7 35	7 21	6 91	7 11
14	Northern Bengal	508	565	1,000	2,134	2,177	8 23	8 00	7 51	7 41	7 02
15	Cawnpore-Achnoi ()	469	544	481	558	795	6 68	7 46	8 43	8 62	8 19
16	Nagpur-Chhattisgarh	629	1,041	927	1,462	2,177	11 39	10 88	10 70	10 45	10 58
17	Burma	1,156	1,337	1,332	1,436	1,921	9 80	8 67	8 28	8 58	9 29
18	South Indian (j)	1,029	923	907	891	1,260	11 24	9 01	8 44	8 57	8 28
19	Bhavnagar-Gondal	432	581	609	630	563	9 11	7 92	8 78	8 64	8 03
20	Mysore		(q) 367	596	520	381		11 66	10 50	10 09	8 88

(a) Includes Branch State lines worked by the Undertaking

(b) Includes the cost of working the Poradaha Section of the Northern Bengal State Railway

(c) Includes Poradaha Section of the Northern Bengal State Railway, and the Bengal Central Railway worked by the Company

(d) Includes expenditure incurred for working the branch lines during the 1st half of 1884, but excludes that incurred during the 2nd half of 1884.

(e) Eastern Bengal Railway system.

(f) Includes expenditure incurred in working the State Branch lines

(g) Excludes Bhopal State Railway worked by the Company.

(h) Includes Patri Branch

Principal Indian Railways during the years 1881—1885—continued

EXPENDITURE

MOTIVE										CARRIAGE AND WAGON										No
Cost of fuel per train mile—Annas					Repair per train mile—Annas					Per train mile—Annas					Fuel cost per train mile—Annas					
1881	1882	1883	1884	1885	1881	1882	1883	1884	1885	1881	1882	1883	1884	1885	1881	1882	1883	1884	1885	
(a) 0 61	(a) 0 77	(a) 0 74	(a) 0 66	(a) 0 72	(a) 2 02	(a) 3 31	(a) 1 12	(a) 3 35	(a) 3 00	2 50	(b) 2 40	(b) 2 91	(b) 2 77	(b) 2 31	(a) 2 21	(c) 2 02	(c) 2 43	(c) 2 35	(c) 2 35	1
(b) 3 39	(c) 3 31	(c) 3 21	(d) 2 97	(d) 3 18	(b) 3 81	(c) 3 51	(c) 3 54	(d) 4 01	(c) 4 55	(b) 4 44	(c) 3 20	(c) 3 80	(d) 4 27	(c) 3 91	(b) 3 20	(c) 5 05	(c) 7 32	(d) 3 07	(c) 3 35	2
11 39	9 48	8 09	7 09	5 78	2 10	1 89	1 76	2 6	2 35	2 11	2 60	2 51	2 75	54	1 65	2 11	1 94	2 16	1 02	3
6 59	4 51	4 87	3 72	4 76	1 18	1 37	2 85	2 87	2 05	1 01	1 67	2 69	2 56	2 00	1 22	0 99	1 95	2 02	1 42	4
3 44	3 63	3 65	3 79	4 17	3 44	3 42	3 29	3 11	2 97	4 04	4 21	4 93	3 72	3 55	3 13	3 35	3 93	2 96	2 75	5
(g) 1 61	(g) 4 19	(g) 4 33	(g) 4 35	4 05	(g) 2 30	(g) 2 11	(g) 2 12	(g) 2 73	2 55	(h) 1 75	(h) 5 59	(g) 1 84	(h) 1 64	(h) 4 34	(h) 3 35	(i) 4 53	(g) 3 58	(i) 3 60	3 36	6
5 65	4 05	5 17	5 43	5 12	1 76	3 47	1 94	1 95	2 01	4 24	4 95	5 81	6 53	5 34	3 56	4 16	4 98	5 31	4 30	7
5 05	4 5	4 38	4 41	3 81	1 85	2 06	2 28	1 97	1 46	3 41	3 70	3 12	2 91	3 07	2 64	2 99	2 8	2 12	2 31	8
5 70	5 49	5 45	(j) 5 11	(j) 4 65	2 34	3 18	2 67	(j) 3 00	(j) 3 40	3 90	4 31	3 4	4 37	5 70	2 65	3 20	2 57	(j) 3 41	(j) 4 72	9
3 70	2 14	1 71	1 84	2 17	0 89	1 19	1 70	0 95	0 91	3 47	2 27	4 10	5 60	2 58	2 90	1 82	3 65	4 80	2 31	10
(l) 1 66	(l) 4 95	(m) 4 91	(n) 5 11	4 87	(l) 2 34	(l) 1 46	(m) 1 77	(n) 1 99	1 51	(1 51 2 45)	1 69	1 91	2 05	1 51	(1 13 1 50)	(l) 1 13	(m) 1 50	(n) 1 55	1 57	11
4 35					2 24															12
2 69	2 71	2 55	2 23	2 09	1 33	1 30	1 03	1 25	1 08	1 12	1 66	1 66	2 51	1 72	0 79	1 27	0 96	1 15	1 24	13
2 95	2 69	2 59	2 70	2 10	0 68	0 9	1 18	0 86	0 93	1 21	1 3	1 37	1 35	1 21	0 10	0 65	0 71	0 76	0 61	14
3 52	3 69	3 56	3 74	3 18	0 55	1 03	1 76	1 99	1 15	0 55	0 52	1 65	2 25	1 45	0 26	0 53	1 00	1 02	0 60	15
3 80	4 25	3 65	3 73	2 94	1 27	1 86	1 89	2 04	2 86	3 23	3 80	2 36	2 52	2 68	1 61	2 59	1 10	1 16	1 55	16
2 65	2 41	2 67	2 73	2 94	2 14	1 56	1 46	1 81	2 40	1 75	1 56	2 04	04	2 00	1 10	0 80	0 97	1 31	1 31	17
3 64	3 10	2 88	3 15	3 12	3 45	2 41	2 12	2 13	1 80	3 00	2 68	2 57	3 00	2 95	2 43	2 10	2 33	2 36	2 37	18
4 99	2 51	3 02	3 19	3 37	0 23	0 86	0 87	0 83	0 90	1 19	1 68	2 13	1 77	1 11	0 22	0 75	1 00	0 89	0 65	19
...	4 62	3 78	3 13	3 35		0 70	1 20	1 38	1 56	..	1 50	2 70	1 99	1 75	..	0 55	0 82	0 76	0 55	20

(1) Includes the cost of working the Amritsar-Punjabkot and Rajpura-Pithuli Railways.
(2) The figures for 1885 are for the entire Rajputana-Malwa System, including Rewari-Morarpore line.
(3) Includes Muttra-Achnera State Railway.
(4) Includes the cost of working the Muttra-Achnera and Rewari-Morarpore State Railways.
(5) Includes the cost of working the Muttra-Achnera Railway for first half of 1884, and that for the Rewari-Morarpore for the two halves of 1884.
(6) The figures under the columns 1881 and 1882 represent the transactions of the Cawnpore-Firukhabad State Railway only.
(7) Includes working expenses of the Pondicherry Railway.
(8) For the second half only. During the first half the cost of maintenance was charged to Capital.

Statement showing the general results of working of the

No.	RAILWAYS.	EXPEN												
		TRAFFIC PER CENT. OF TRAFFIC EARNINGS.					GENERAL PER CENT. OF GROSS EARNINGS, EXCLUDING STEAM-BOAT.					STEAM		
		1881.	1882.	1883.	1884.	1885.	1881.	1882.	1883.	1884.	1885.	1881.	1882.	1883.
1	East Indian . . .	5'96	5'99	6'05	6'63	6'36	3'81	3'61	3'66	3'94	3'63	28,381	27,921	28,607
2	Eastern Bengal . . .	(a) 10'81	(b) 10'73	(b) 12'42	(c) 13'36	(d) 15'30	(a) 5'97	(b) 5'49	(b) 6'69	(c) 6'66	(d) 5'65	3,14,381	3,11,704	3,79,507
3	Punjab Northern . . .	12'48	15'27	16'00	12'85	11'56	6'62	7'56	7'77	7'65	6'11	...	...	—10,780
4	Indus Valley . . .	12'54	10'41	7'21	6'81	5'61	7'88	7'12	4'68	4'92	3'37	1,71,595	1,60,753	2,14,502
5	Madras . . .	10'65	10'24	10'55	10'07	9'76	7'13	6'61	6'70	6'21	6'15	...	...	...
6	Great Indian Peninsula (e) .	(f) 6'83	(f) 6'72	(f) 6'85	(f) 7'01	6'83	(f) 3'40	(f) 3'16	(f) 3'21	(f) 3'38	3'21	...	...	...
7	Bombay, Baroda and Central India (h).	6'64	6'48	6'10	6'10	5'68	4'86	5'43	4'42	4'56	4'48	—4,252	...	1,658
8	Oudh and Rohilkhand . . .	11'58	10'78	10'36	9'89	9'90	7'92	7'34	7'46	7'24	7'35	...	...	...
9	Sind, Punjab and Delhi . . .	11'34	10'16	9'16	9'52	8'03	6'73	6'68	5'99	6'24	5'35	2,95,677	1,31,533	28,184
10	His Highness the Nizam's . . .	13'25	10'02	10'30	9'50	9'28	8'10	7'08	7'05	6'54	7'22	...	...	...
11	Rajputana (j) . . .	7'86	7'93	7'85	8'04	7'89	5'70	5'66	5'06	5'07	6'44	...	...	...
12	Holkar and Sindia-Neemuch .	11'00												
13	Tirhoot . . .	13'29	12'36	12'42	13'01	14'81	11'51	9'96	13'41	12'05	13'11	68,899	64,833	81,194
14	Northern Bengal . . .	9'30	8'68	8'46	9'69	9'69	9'71	9'28	6'89	7'86	8'83	1,00,121	1,14,475	1,44,785
15	Cawnpore-Achnera (k) . . .	12'12	11'43	13'14	13'65	17'83	21'88	21'45	12'71	10'40	13'78	...	...	...
16	Nágpur Chhatísgharh . . .	17'71	12'03	7'82	8'84	8'33	15'33	9'73	6'33	6'77	7'19	...	...	...
17	Burma . . .	14'32	15'84	16'62	14'19	14'40	7'71	7'61	7'53	6'38	10'23	...	...	...
18	South Indian (l) . . .	9'35	9'13	9'14	9'07	9'01	8'56	8'15	8'41	10'87	8'17	...	...	...
19	Bhavnagar-Gondal . . .	12'81	11'79	12'80	11'23	12'56	15'89	13'07	15'17	12'34	13'90	...	...	...
20	Mysore . . .	...	10'56	10'95	7'01	8'41	...	11'71	12'60	9'59	10'55	...	...	...

(a) Includes cost of working the Poradaha Section of the Northern Bengal State Railway.

(b) Includes cost of working the Poradaha Section of the Northern Bengal State Railway, and the Bengal Central Railway.

(c) Includes expenditure incurred for working the Branch lines during the 1st half of 1884, but excludes that incurred during the 2nd half of 1884.

(d) Eastern Bengal Railway system.

(e) Includes Branch State lines worked by the Company.

(f) Excludes Bhopal State Railway worked by the Company.

principal Indian Railways during the years 1881—1885—contd.

DITURE—concl'd.

BOAT—RUPEES.		MISCELLANEOUS PER CENT. OF GROSS EARNINGS, EXCLUDING STEAM-BOAT.					TOTAL—RUPEES.					No.
1884.	1885.	1881.	1882.	1883.	1884.	1885.	1881.	1882.	1883.	1884.	1885.	
25,766	22,008	0'87	0'94	0'97	0'44	0'52	1,44,63,162	1,74,05,084	1,82,77,498	1,64,89,014	1,63,51,238	1
3,47,669	2,68,583	(a) 0'95	(b) 3'68	(b) 0'76	(c) 3'44	(d) 3'45	(a) 23,32,761	(b) 24,87,286	(b) 26,99,809	(c) 29,84,016	(d) 29,92,534	2
...	...	8'39	4'45	3'20	2'74	2'25	31,09,966	26,21,494	25,46,954	23,44,254	24,00,664	3
1,70,290	2,09,712	8'24	7'05	5'58	3'52	3'51	43,57,873	35,36,447	40,22,541	36,27,364	44,39,104	4
...	...	1'07	0'80	0'62	0'42	0'70	42,35,456	43,47,730	41,05,360	42,05,631	43,78,825	5
...	...	(g) 1'89	(g) 2'01	(f) 1'24	1'12	1'15	(f) 1,58,37,335	(f) 1,72,13,368	(f) 1,74,54,711	(f) 1,76,04,234	1,83,84,827	6
...	...	1'06	1'20	1'13	0'91	0'99	39,99,430	51,65,317	51,38,303	52,38,456	56,63,582	7
...	...	1'95	3'88	2'19	1'96	1'90	29,53,032	34,61,473	29,75,892	29,49,051	36,32,008	8
44,183	9,875	4'24	3'62	2'07	0'34	2'92	70,97,487	66,21,444	65,40,261	66,33,750	78,28,055	9
...	...	4'43	3'99	2'76	3'33	1'98	4,64,059	4,84,318	6,15,589	6,13,143	6,26,926	10
...	...	{ 0'88 0'39 }	{ 0'92 0'84 }	0'84	0'75	0'72	{ 43,75,206 13,47,280 }	{ 58,00,377 66,34,788 }	73,03,946	85,88,001	{ 11 12 }	
1,27,614	1,12,292	0'46	0'47	1'23	3'17	1'18	3,48,055	4,05,975	6,32,736	9,23,491	9,19,364	13
1,52,542	1,51,345	1'15	1'03	1'16	0'76	0'88	9,44,574	10,52,357	11,28,821	15,15,255	15,14,710	14
...	...	0'23	0'13	2'01	1'01	1'21	1,94,346	2,41,702	3,68,521	5,95,356	8,02,646	15
...	...	0'16	0'21	1'09	1'12	1'17	2,15,473	4,15,215	6,36,161	7,64,984	9,21,314	16
...	...	1'24	0'99	0'83	0'66	0'87	8,98,545	9,45,260	10,10,520	12,83,486	16,90,532	17
...	...	0'58	0'35	2'30	0'37	0'32	25,17,962	23,56,386	25,47,335	26,96,558	29,78,411	18
...	29,345	0'72	0'34	0'56	1'32	1'59	4,83,131	5,22,189	5,67,566	5,94,841	6,13,413	19
...	...	...	0'92	0'72	1'07	0'41	...	1,84,895	2,03,220	1,95,969	2,26,170	20

(g) Includes rent of leased lines.

(h) Includes Patri Branch.

(j) The figures for 1885 are for the entire Rajputana-Malwa System, including Rewari-Ferozepore line.

(k) The figures under the columns 1881 and 1882 represent the transactions of the Cawnpore-Farukhabad State Railway only.

(l) Includes working expenses of the Pondicherry Railway.

APPENDIX

Statement showing the general results of working of the

No	RAILWAYS	RESULTS EXCLUSIVE OF												
		GROSS EARNINGS PER TRAFFIC TRAIN-MILE—RUPEES					EXPENDITURE PER TRAFFIC TRAIN- MILE—RUPEES					NET EARNINGS TRAIN MILE—		
		1881	(a) 1882	(a) 1883	(a) 1884	(a) 1885	1881	(a) 1882	(a) 1883	(a) 1884	(a) 1885	1881	(a) 1882	(a) 1883
1	East Indian .	5 69	5 21	4 76	4 99	5 02	1 81	1 92	1 76	1 86	1 77	3 88	3 28	3 00
2	Eastern Bengal .	6 95	7 68	6 10	4 84	4 32	2 73	2 74	2 85	2 48	2 55	4 21	4 34	3 25
3	Punjab Northern .	3 12	3 14	3 27	3 23	3 43	2 79	2 63	2 66	2 34	2 15	0 33	0 51	0 61
4	Indus Valley .	2 90	2 53	3 59	4 14	4 51	2 28	1 77	1 96	1 99	1 8	0 62	0 76	1 63
5	Madras	3 38	3 52	3 52	3 35	3 43	2 27	2 21	2 18	1 97	1 96	1 11	1 31	1 34
6	Great Indian Peninsula	4 09	4 35	4 27	4 17	4 12	2 02	2 12	2 12	2 18	2 08	2 07	2 23	2 15
7	Bombay, Baroda and Central India	5 9	5 79	5 99	6 21	5 96	2 45	2 94	2 58	2 67	2 57	3 49	2 85	3 41
8	Oudh and Rohilkhand	3 87	3 82	3 94	4 02	3 70	2 31	2 51	2 15	2 25	2 43	1 54	1 31	1 79
9	Sind, Punjab and Delhi	3 76	3 73	3 94	3 69	4 01	2 57	2 42	2 24	2 37	2 33	1 21	1 31	1 70
10	His Highness the Nizam's	3 1	2 57	2 83	3 09	3 18	1 90	1 62	2 04	1 95	1 7	1 20	1 25	0 79
11	Rajputana	2 71	2 92	2 93	3 08	2 91	1 67	1 55	1 53	1 73	1 51	1 07	1 37	1 40
12	Holkar and Sindur-Nemuch	3 06												
13	Tinhoot . .	3 11	2 35	2 14	2 47	2 68	1 78	1 39	1 43	1 75	1 80	1 33	0 96	0 71
14	Northern Bengal	3 22	3 11	2 96	2 61	2 76	1 65	1 52	1 42	1 79	1 90	1 57	1 59	1 54
15	Cawnpore-Achnera (c)	2 12	2 60	2 66	2 37	1 87	1 48	1 75	1 70	1 60	1 64	0 64	0 85	0 96
16	Nagpur-Chhattisgarh	3 41	3 25	3 79	3 52	3 56	2 61	2 23	1 83	2 04	2 32	0 80	1 02	1 96
17	Burma . .	3 84	3 23	2 74	3 00	3 02	2 24	1 94	1 77	1 83	2 36	1 60	1 29	0 97
18	South Indian	3 21	2 63	2 43	2 52	2 54	2 25	1 65	1 60	1 62	1 66	1 05	0 98	0 83
19	Bhavnagar-Gondal	2 39	3 00	3 44	3 77	3 04	1 68	1 79	2 18	2 05	1 81	0 71	1 21	1 26
20	Mysore . . .	...	2 84	3 44	3 30	3 00	..	1 82	2 31	1 79	1 56		1 02	1 13

(a) The results are calculated on total train-mileage

(b) Calculated on 233 miles

(c) Outlay on the Great Indian Peninsula Railway only.

B—continued

principal Indian Railways during the years 1881—1885—contd

STEAMBOAT SERVICE							CAPITAL EXPENDED ON OTHERS, INCLUDING ROYALTY-STOCK AND STEAMBOAT, BUT EXCLUDING SUBSIDIES—RUPEES					No
PER TONNAGE RUPEES		AVERAGE GROSS EARNINGS PER MILE PER WEEK—RUPEES										
(a) 1881	(1) 1885	1881	1885	1883	1884	1885	1881	1882	1883	1884	1885	
3 11	3 25	579	601	630	558	581	33,26,62 785	33,77 51 915	33 95 97 564	34,20 86 119	34,42,33,024	1
2 36	1 77	571	611	466	(b)425	380	3,46 50,0 00	3,45,95,393	3 45,01,310	4,59,12,597	4,71,85 742	2
0 89	1 28	195	151	141	131	105	6,19,31,964	6,10,71 073	7,12,66 29	7,27,62,577	7,30,51,255	3
2 15	21 7	155	141	203	210	309	7,44,77,194	7,84,56,114	8 10,88,909	8,37 31 067	8,51,34,152	4
1 38	1 41	111	155	145	159	171	11,12,25 364	11 15,44 508	11 17 25,586	11,19 28 963	11,22,08,759	5
1 99	2 04	426	471	467	447	467	(c)25,10,85 907	(c)25,22,19,619	(c)25 31 93 202	(c)25,64,33,506	(c)25 93,23,751	6
3 54	3 39	422	427	497	509	548	8 37,48,733	(d)8,55 11 307	(d)8,67 97,460	(d)8,82,96,625	(d)8,99,29,405	7
1 77	1 27	173	185	192	181	176	6,01,94,626	5,87,01,518	5,89,01 165	6,31,07,758	5,94,22,090	8
1 52	1 74	285	285	302	266	373	11,61,01 233	11,61,15 535	11,15,28 376	11,81,56,051	11,88,73,361	9
1 11	1 30	121	141	137	150	178	1,21 75 173	1 21,86 110	1,22 11,715	1,22,46,441	2 05,60,998	10
1 35	1 38	{ 189 151 }	188	218	225	221	{ 5,20,44 975 3,10,69,537 }	5,74,13,593	6,13,51 133	9,31,22,656	10,56,64,344	{ 11 12 }
0 67	0 85											
0 82	0 86	136	159	168	156	155	2,05,79 152	2,05,17,179	2 11,01,241	2, 0 92,515	2 12 74,658	11
0 7	0 23	61	80	80	51	70	31,26,855	31,31 013	53 50 962	99 31 320	1,09,11 403	15
1 18	1 24	87	114	170	171	183	69,01,173	87,95 174	93,27,495	99,00,623	1,05,04,385	16
1 17	0 66	181	188	187	181	143	1,24,92,079	1,26 82,765	1,31,57,905	1,96,31 105	2,65,32,092	17
0 90	0 88	109	109	112	122	131	(f)4,28,06,756	(f)4,30,21,429	(f)4,32,72,177	(f)4,33,04,071	(f)4,40,22,698	18
1 72	1 23	78	87	89	109	98	67,34,108	83 60 325	87,52 270	97,19,283	93,80,442	19
1 51	1 44		68	67	67	60		57 10 516	40,52,11 8	59,44,364	62,50,904	20

(d) Includes outlay on Patni Branch

(e) The figures under the columns 1881 and 1882 represent the transactions of the Cawnpore-Aunghabad State Railway only

(f) Excludes the expenditure on the Pondicherry line.

APPENDIX

Statement showing the general results of working of the

No	RAILWAYS	NET EARNINGS—RUPEES.				
		1881.	1882.	1883.	1884.	1885.
1	East Indian	3,09,48,310	2,97,12,511	3,11,89,587	2,73,49,699	3,00,35,651
2	Eastern Bengal	33,69,281	36,38,437	26,84,611	25,36,227	18,93,230
3	Punjab Northern	3,59,598	5,09,018	5,93,018	8,96,293	14,28,635
4	Indus Valley	11,77,288	15,76,113	32,18,635	37,01,664	64,27,031
5	Madras	20,75,856	25,70,841	25,26,549	29,35,687	32,79,168
6	Great Indian Peninsula	1,62,19,488	1,81,49,834	1,76,59,653	1,60,52,310	1,80,47,220
7	Bombay, Baroda and Central India	57,45,702	50,10,872	67,83,906	69,57,133	74,76,754
8	Oudh and Rohilkhand	19,75,698	18,01,371	24,80,362	23,26,146	19,05,361
9	Sind, Punjab and Delhi	30,76,660	34,10,880	49,07,593	41,95,362	58,22,600
10	His Highness the Nizam's	2,92,775	3,75,099	2,37,932	3,59,774	4,87,023
11	Rajputana (a)	28,67,041	51,29,253	60,80,682	56,70,384	78,61,109
12	Holkar and Sindia-Neemuch	6,02,299				
13	Tirhoot	2,36,200	2,54,047	2,59,705	2,66,581	3,59,269
14	Northern Bengal	8,99,316	10,93,553	11,65,371	6,51,514	6,44,264
15	Cawpore-Achnera (b)	84,238	1,17,110	2,07,466	2,65,343	1,10,855
16	Nágpur-Chhattísgarh	66,056	1,89,171	6,83,860	5,58,030	4,93,575
17	Burma	6,45,077	6,30,430	5,52,366	8,21,935	4,73,123
18	South Indian	12,37,726	14,02,328	13,22,333	14,92,491	15,81,714
19	Bhavnagar-Gondal	2,05,254	3,54,647	3,26,613	4,97,471	3,91,247
20	Mysore . . . . .	.	1,03,495	99,675	1,65,479	2,07,785

(a) The figures for 1885 are for the entire Rajputana-Malwa system, including Rewari-Ferozepore line.

B—concluded
principal Indian Railways during the years 1881—1885—concl'd

PERCENTAGE OF EXPENSES TO EARNINGS.					PER CENT OF PROFITS PER ANNUM ON CAPITAL EXPENDITURE, INCLUDING STEAM-BOAT, BUT EXCLUDING SUSPENSE.					No
1881	1882.	1883.	1884.	1885.	1881.	1882.	1883.	1884.	1885.	
31 85	36 94	36 95	37 61	35 25	9 30	8 80	9 18	7 99	8 73	1
40 91	40 60	50 14	54 06	61 25	9 72	10 52	7 71	5 52	4 01	2
89 64	83 74	81 11	72 34	62 69	0 58	0 83	0 83	1 23	1 96	3
78 73	69 17	55 55	49 49	40 85	1 58	2 01	3 97	4 42	7 55	4
67 11	62 84	61 90	58 89	57 18	1 87	2 30	2 26	2 62	2 92	5
49 40	48 68	49 71	52 31	50 46	6 46	7 20	6 96	6 26	6 96	6
41 04	50 76	43 10	42 95	43 11	6 86	5 86	7 82	7 88	8 31	7
59 91	65 77	54 54	55 90	65 59	3 28	3 07	4 21	3 68	3 21	8
69 76	66 00	57 13	61 26	57 35	2 65	2 94	4 18	3 55	4 90	9
61 32	56 35	72 12	63 02	56 28	2 40	3 08	1 95	2 94	2 37	10
{ 60 41	53 07	52 18	56 30	52 21	{ 5 51	5 87	6 73	6 09	7 24	{ 11
69 11 }					1 90 }					12
59 57	61 50	70 90	77 60	71 90	4 18	3 94	2 22	1 88	2 49	13
51 23	49 04	49 20	69 93	70 16	4 41	5 33	5 52	3 15	3 03	14
69 76	67 36	63 98	69 17	87 86	2 70	3 74	3 88	2 67	1 01	15
76 53	68 70	48 19	57 82	65 11	0 95	2 15	7 33	5 64	4 70	16
58 21	59 99	64 66	60 96	78 13	5 16	4 97	4 19	4 19	1 78	17
67 04	62 69	65 83	64 37	65 31	2 89	3 26	3 06	3 45	3 59	18
70 18	59 55	63 47	54 46	61 06	3 05	4 24	3 72	5 52	4 17	19
...	64 11	67 09	54 22	52 12	...	2 79	2 46	2 78	3 32	20

(b) The figures under the columns 1881 and 1882 represent the transactions of the Cawnpore-Farukhabad State Railway only.

Statement showing the mileage, age, cost, and general results

[Steam-boat earnings and expenses, and suspense items

Number.	RAILWAY.	Miles open at end of year.	Mean mileage open during year.	Mean age of line at end of year.	Capital outlay at end of year.	Cost per mile open.	Gross earnings.	Working expenses.	Net earnings.	PERCENTAGE ON CAPITAL COST.			Gross earnings per mile per week.	REMARKS.
										Gross earnings.	Working expenses.	Net earnings.		
	BROAD GAUGE. 5 feet 6 inches.			Years.	₹	₹	₹	₹	₹				₹	
	STATE IMPERIAL.													
1	East Indian . . .	1,514.99	1,513.16	22.58	34,41,03,024	2,27,132	4,63,57,261	1,63,29,231	3,00,28,030	13.47	4.74	8.73	589	
2	Sindia . . .	74.88	74.88	6.87	89,20,769	1,19,134	3,94,081	1,94,401	1,99,680	4.42	2.18	2.24	101	
3	Dhond-Manmad . .	145.75	(a)	7.74	1,02,53,539	70,350	2,26,855	6,232	2,20,623	...	...	2.15	...	
4	Eastern Bengal . .	233.69	233.35	17.68	4,66,96,537	1,99,823	46,13,224	27,23,950	18,89,274	9.88	5.83	4.05	380	
5	Wardha Coal . . .	45.00	45.00	9.66	55,09,317	1,22,429	2,53,340	2,04,361	48,979	4.60	3.71	0.89	108	
6	Punjab Northern . .	446.75	446.75	5.97	7,30,51,255	1,63,517	38,29,299	24,00,664	14,28,635	5.24	3.29	1.95	165	
7	Indus Valley . . .	652.49	652.49	6.96	8,46,19,990	1,29,687	1,05,89,560	42,29,392	63,60,168	12.51	5.00	7.51	309	(d)
	STATE PROVINCIAL.													
8	Patna-Gya . . .	57.20	57.20	6.64	40,03,312	69,988	5,17,500	2,71,790	2,45,710	12.93	6.79	6.14	174	
9	Dildarnagar-Ghazipur	12.00	12.00	5.24	7,04,814	58,735	46,502	24,311	22,191	6.60	3.45	3.15	75	
10	Amritsar-Pathankot .	64.79	64.79	1.89	55,17,802	85,165	2,89,877	2,24,015	65,862	5.25	4.06	1.19	84	(e)
	GUARANTEED COMPANIES.													
11	Madras . . .	860.86	860.86	21.70	11,22,08,759	1,30,345	76,57,993	43,78,825	32,79,168	6.82	3.90	2.92	171	
12	Great Indian Peninsula . . .	1,288.25	(f)	21.34	25,93,23,757	2,01,299	3,64,32,047	1,83,84,827	1,80,47,220	13.18	6.68	6.96	467	(g)
13	Bombay, Baroda and Central India . . .	460.90	460.90	19.34	8,99,29,405	1,95,117	1,31,40,336	56,63,582	74,76,754	14.61	6.30	8.31	548	
14	Oudh and Rohilkhand	608.01	604.55	12.04	5,94,22,090	97,732	55,37,369	36,32,008	19,05,361	9.32	6.11	3.21	176	
15	Sind, Punjab and Delhi . . .	693.11	(h)	18.91	11,50,78,523	1,66,032	1,36,50,655	78,18,180	58,32,475	11.86	6.79	5.07	373	(i)
	ASSISTED COMPANIES.													
16	Bengal Central . . .	125.75	125.75	2.20	85,58,421	68,059	5,35,353	5,27,119	8,234	6.26	6.16	0.10	82	
17	Tarakeshwar . . .	22.23	22.23	1.00	16,88,995	75,978	2,62,313	1,37,889	1,24,424	15.53	8.16	7.37	227	
	NATIVE STATES.													
18	Khamgaon . . .	8.00	(a)	15.83	4,32,570	60,321	(b)	(c)	11,020	...	...	2.28	...	
19	Amraoti . . .	6.00	(a)	14.87	4,34,666	72,444	(b)	(c)	34,447	...	...	7.92	...	
20	Bhopal-Itarsi . . .	57.25	(a)	1.62	58,56,372	1,02,295	(b)	(c)	—18,663	...	...	—0.32	...	
21	His Highness the Nizam's . . .	117.10	(j)	11.23	2,05,60,998	1,75,585	11,13,950	6,26,926	4,87,024	5.42	3.05	2.37	178	(k)
22	Rajpura-Patiala . . .	15.11	15.11	1.33	12,29,141	81,346	48,769	53,024	—4,255	3.97	4.81	—0.34	59	(l)
	TOTAL AND AVERAGE	7,510.11	7,500.41	16.73	1,25,81,54,116	1,67,528	14,55,88,782	6,78,96,421	7,76,92,361	11.57	5.40	6.17	373	

(5) Excludes the Warora Colliery.
(7) Includes the Sind-Pishin Railway, Southern Section.
(13) Includes the mileage (22.12) of the Patri Branch, and the capital cost (₹3,08,405).
(a) Included with the Great Indian Peninsula Railway mileage.
(b) Represents amount paid by the Great Indian Peninsula Railway as rent.
(c) Represents only the expenditure incurred direct by the State.
(d) The mileage upon which this calculation is based includes 7 miles of Sind, Punjab and Delhi Railway, which was worked over by the Indus Valley Railway.
(e) This is calculated upon the total mileage worked, including 1.63 miles of the Sind, Punjab and Delhi Railway.
(f) Includes the mileages of the Branch lines worked by the Railway Company.
(g) Great Indian Peninsula, Dhond-Manmad, Khamgaon, Amraoti and Bhopal-Itarsi Railways combined.
(h) Of this length, 2.32 miles are worked by the Amritsar-Pathankot and Rajpura-Patiala Railways.
(i) Calculated upon the total mean mileage worked, including 18 miles of the East Indian Railway worked over by the Railway Company, but excluding 2.32 miles worked by the Amritsar-Pathankot and Rajpura-Patiala Railways.
(j) Of this length, 3.34 miles between Hyderabad and Hoosain Sagar Junction are worked over twice by every train.
(k) Calculated upon 120.44 miles, vide Note (2).
(l) This is calculated upon the total mileage worked, including 0.60 mile of the Sind, Punjab and Delhi Railway.

DIX C.

of working of Indian Railways for the year 1885.
have been excluded from the following figures.]

Number.	RAILWAY.	Miles open at end of year.	Mean mileage open during year.	Mean age of line at end of year.	Capital outlay at end of year.	Cost per mile open.	Gross earnings.	Working expenses.	Net earnings.	PERCENTAGE ON CAPITAL COST.			Gross earnings per mile per week.	REMARKS.
										Gross earnings.	Working expenses.	Net earnings.		
	NARROW GAUGE. Metre.			Years.	₹	₹	₹	₹	₹				₹	
1	STATE IMPERIAL. Rajputana-Malwa .	1,414.18	1,411.18	6.76	10,86,64,344	76,839	1,64,49,110	85,88,001	78,61,109	15.13	7.90	7.23	22.1	
2	Southern-Mahratta .	316.00	265.42	1.10	1,82,96,274	57,900	8,66,226	7,25,889	1,40,337	4.73	3.97	0.76	63	
3	STATE PROVINCIAL. Bareilly-Pilibheet .	36.00	36.00	1.17	14,17,436	39,373	82,827	65,584	17,243	5.84	4.63	1.21	44	
4	Nalhati	27.25	27.25	22.03	3,17,963	11,668	76,784	63,020	13,764	24.15	19.82	4.33	54	4 feet gauge.
5	Tirhoot	226.00	226.00	4.60	1,39,49,096	61,721	11,54,918	8,07,074	3,47,844	8.28	5.79	2.49	98	
6	Northern Bengal .	249.25	249.25	7.54	2,08,30,461	83,573	19,79,947	13,63,365	6,16,582	9.50	6.54	2.96	153	
7	Kaunia-Dharlla .	37.03	37.03	3.89	8,06,409	21,777	60,533	64,946	—4,413	7.50	8.05	—0.54	31	2 feet 6 inch gauge
8	Dacca	85.62	41.42	0.48	53,94,324	63,008	1,01,764	1,43,610	—41,846	1.89	2.66	—0.77	47	
9	Cawnpore-Achnera .	253.23	249.15	3.97	1,09,14,403	43,101	9,13,501	8,02,646	1,10,855	8.37	7.35	1.02	70	
10	Nagpur-Chhattisgarh	149.00	149.00	4.45	1,05,04,385	70,499	14,14,889	9,21,315	4,93,574	13.47	8.77	4.70	183	
11	Burma	327.00	290.50	4.86	2,65,32,092	81,138	21,63,655	16,90,532	4,73,123	8.15	6.37	1.78	143	
12	Jorhat	30.00	24.50	0.84	5,09,608	16,987	32,218	39,673	—7,455	6.32	7.78	—1.46	25	2 feet gauge.
13	GUARANTEED COM- PANY. South Indian . .	654.00	654.00	12.49	4,40,22,688	67,313	45 60,126	29,78,412	15,81,714	10.36	6.77	3.59	(a) 132	
14	ASSISTED COM- PANIES. Darjeeling-Himalayan						Return not received.							2 feet gauge.
15	Deoghur	4.00	5.25	2.88	2 75,000	68,750	23,987	14,078	9,909	8.72	5.12	3.60	88	
16	Bengal and North- Western	303.00	294.18	1.14	1,82,42,801	60,207	11,07,208	5,46,691	5,60,517	6.07	3.00	3.07	72	
17	Rohilkhand-Kumaun .	55.00	55.00	1.25	20,66,025	37,564	2,38,572	1,58,419	80,153	11.55	7.67	3.88	(c) 68	
18	Thaton-Duyinzaik .						Return not received.							2 feet 6 inch gauge.
19	Assam	78.00	77.23	1.99	49,31,084	63,219	2,48,923	3,06,258	—57,335	5.05	6.21	—1.16	62	
20	NATIVE STATES. His Highness the Gaekwar's . . .	58.85	58.85	8.29	12,92,218	21,958	1,52,283	96,660	55,623	11.78	7.48	4.30	50	2 feet 6 inch gauge.
21	Bhavnagar-Gondal .	193.21	193.21	4.99	93,80,442	48,550	9,80,754	5,84,069	3,96,685	10.46	6.23	4.23	98	
22	Mysore	139.75	139.75	3.30	62,50,904	44,729	4,33,955	2,26,170	2,07,785	6.94	3.62	3.32	60	
23	Jodhpore	64.00	60.33	1.90	10,84,324	16,943	1,70,691	53,186	1,12,505	15.74	5.87	10.87	54	
	Total and Average .	4,700.37	4,544.50	5.90	30,56,82,281	65,034	3,82,12,871	2,02,44,598	1,29,68,273	10.86	6.62	4.24	141	
	Total and Average, Guaranteed and As- sisted	5,153.11	(d) 5,354.24	16.41	71,57,47,548	1,38,896	8,33,94,882	4,45,46,288	3,88,48,594	11.65	6.22	5.43	300	
	Total and Average, State	7,057.37	(e) 6,690.67	9.75	84,80,88,849	1,20,171	9,54,06,771	4,35,94,731	5,18,12,040	11.25	5.14	6.11	274	
	GRAND TOTAL AND AVERAGE . . .	12,210.48	12,044.91	12.56	1,56,88,36,397	1,28,073	17,88,01,653	8,81,41,019	9,06,60,634	11.43	5.64	5.79	286	

(13) Includes the working expenses of the Pondicherry line, 8 miles, and the amount received for working it.
(a) Calculated on 662 miles, including the length of the Pondicherry line.
(b) The excess of 1.25 miles over the open mileage is due to the fact of the Rohini Branch 1½ miles (now closed) having been worked to end of October 1885.
(c) Calculated upon a length of 67 miles, including 12 miles of the Bareilly-Pilibheet Railway worked over by the Railway Company.
(d) Includes the mileages of the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi Railways, which are worked by the Great Indian Peninsula Railway.
(e) Excludes the mileages of the Dhond-Manmad, Khamgaon, Amraoti, and Bhopal-Itarsi State Railways, vide Note (d).

APPENDIX D.

Statement showing the Mileage of Railways during the year 1885 earning over 4 per cent.

Percentage of Net Earnings on Total Capital Outlay.*	Railway.	Mean Mileage worked.	Total mean Mileage worked.	REMARKS.
Over 10 per cent. .	Jodhpore	60	60	
„ 8 „ .	East Indian (including State Branch Lines) .	1,679		
„ 8 „ .	Bombay, Baroda and Central India . .	461		
		2,140	2,200	
„ 7 „ .	Indus Valley	659		
„ 7 „ .	Amraoti	6		
		665	2,865	
„ 6 „ .	Rajputana-Malwa	1,411		
„ 6 „ .	Great Indian Peninsula	1,288		
		2,699	5,564	
„ 4 „ .	Nagpur-Chhattisgarh	149		
„ 4 „ .	Sind, Punjab and Delhi	706		
„ 4 „ .	His Highness the Gaekwar's	59		
„ 4 „ .	Bhavnagar-Gondal	193		
		1,107	6,671	

* This is the outlay on open line, including Steam-boat and Suspense.

APPENDIX E.

Indian Railways Constructed and in Progress on 31st March 1886.

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APPEN

Railways Constructed and in

STATE

In the hands

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
I	<p>East Indian—</p> <p>5' 6" GAUGE.</p> <p><i>Main Line—</i></p> <p>Howrah to Khána Junction 74½ Khána Junction to Luckeeserai Junction 250½ Luckeeserai Junction to Allahabad 303½ Allahabad to Delhi 390½ ————— 1,018½</p> <p><i>Chord Line—</i></p> <p>Khána Junction to Sitarampur Junction 62½ Sitarampur Junction to Luckeeserai Junction 123½ ————— 186</p> <p><i>Branches—</i></p> <p>Bhadieswar (17½ miles from Howrah) to the river bank (<i>Bhadreswar Branch</i>) 2½ Hooghly Junction (23½ miles from Howrah) to Naldia on the Eastern Bengal Railway (<i>Hooghly Bridge Branch</i>) 1 Ondál Junction (41½ miles from Khána Junction on the Chord line) to Toposi (<i>Singharon Branch</i>) 7½ Sitarampur Junction (62½ miles from Khána Junction on the Chord line) to Baráka (<i>Barakar Branch</i>) 5½ Madhupur Junction (108½ miles from Khána Junction on the Chord line) to Kurhumbaree Collieries (<i>Kurhumbaree Branch</i>) 26½ Tinpahá Junction (191½ miles from Howrah <i>via</i> the Loop line) to Rajmehál (<i>Rajmehál Branch</i>) 7½ Mokameh Junction (288 miles from Howrah <i>via</i> the Chord line) to the river bank (<i>Mokameh Branch</i>) 2½ Jamalpur Junction (297½ miles from Howrah <i>via</i> the Loop line) to Monghyr (<i>Monghyr Branch</i>) 5½ Bankipore (337½ miles from Howrah <i>via</i> the Chord line) to junction with the Patna-Gya State Railway (<i>Gya State Railway Branch</i>) 3 Moghal Sarai Junction (469½ miles from Howrah <i>via</i> the Chord line) to Benares (<i>Benares Branch</i>) 6 Naini Junction (559½ miles from Howrah <i>via</i> the Chord line, or 4½ miles east of Allahabad) to Jubbulpore (<i>Jubbulpore Branch</i>) 223½ Allahabad Junction (564½ miles from Howrah <i>via</i> the Chord line) to Fort (<i>Allahabad Fort Branch</i>) 2½ Cawnpore (684½ miles from Howrah <i>via</i> the Chord line) to the corn market in the city (<i>Cawnpore City Branch</i>) ½ Tundla Junction (827½ miles from Howrah <i>via</i> the Chord line) to Agra (<i>Agra Branch</i>) 18½ Bankipore (837½ miles from Howrah <i>via</i> the Chord line) to Deegha ghát (<i>Deegha Ghát Branch</i>) 5½</p>	<p>Miles.</p> <p>Miles.</p> <p>1,018½</p> <p>186</p> <p>318½</p> <p>1,518½</p>	<p>SINGLE.—MAIN LINE. Miles.</p> <p>HOWRAH TO ALLAHABAD, <i>via</i> LOOP LINE.</p> <p>Howrah to Hooghly 15-8-54 ... 23½ Hooghly to Pundooah 1-9-54 ... 14½ Pundooah to Khána Junction 3-2-55 ... 36½ Khána Junction to River Adjai 3-10-58 ... 19 River Adjai to Sainthia 3-9-59 ... 25 Sainthia to Tinpahá 15-10-60 ... 76½ Tinpahá to Bhágalpur 1-11-61 ... 69½ Bhágalpur to Jamalpur 10-2-62 ... 32½ Jamalpur to Dinapore 17-11-62 ... 110½ Dinapore to Moghal Sarai 22-12-62 ... 125½ Moghal Sarai to Minzapur 1-1-64 ... 39½ Minzapur to South Bank Jumna 4-4-64 ... 52½ Jumna Bridge to Allahabad 15-8-65 ... 3</p> <p>ALLAHABAD TO DELHI.</p> <p>Allahabad to Cawnpore 3-3-59 ... 119½ Cawnpore to Etáwah 1-7-61 ... 86½ Etáwah to Shikohabad 13-11-61 ... 34½ Shikohabad to Tundla Junction 1-4-62 ... 22½ Tundla Junction to Aligarh 1-3-63 ... 48½ Aligarh to Chola (Bulandshahr Road) 1-4-64 ... 35½ Chola to Delhi (S. Bank Jumna) 1-8-64 ... 41½ Delhi Terminus 1-1-67 ... 1½</p> <p>SINGLE.—CHORD LINE. Total . 1,018½</p> <p>KHANA JUNCTION TO LUCKEESERAI JUNCTION.</p> <p>Khána Junction to Raneegunge 3-2-55 ... 46 Raneegunge to Siáisol 21-7-63 ... 1½ Siáisol to Sitarampur 1-1-65 ... 15 Sitarampur to Luckeeserai Junction 1-1-71 ... 123½</p> <p>SINGLE.—BRANCH LINES. Total . 186½</p> <p>Bhadieswar Branch 6-12-82 ... 2½ Singharon Branch— Ondál to Babasole 1-5-64 ... 2 Babasole to Mungulpore 1-1-63 ... 2½ Mungulpore to Toposi 2-2-63 ... 2½ Barákar Branch 1-1-65 ... 5½ Kurhumbaree Branch 1-1-71 ... 26½ Rajmehál 15-10-60 ... 7½ Mokameh 1-5-83 ... 2½ Monghyr 10-4-62 ... 5½ Gya State Railway Branch 2-6-79 ... 3 Benares Branch 22-12-62 ... 6 Jubbulpore Branch 1-8-67 ... 223½ Allahabad Fort Branch 3-3-59 ... 2½ Cawnpore City 15-2-79 ... 7½ Agra Branch 1-4-62 ... 13½ Deegha Ghát Branch 2-4-85 ... 5½</p> <p>DOUBLE.—MAIN LINE. Total . 309½</p> <p>HOWRAH TO MOGHAL SARAI <i>via</i> CHORD LINE.</p> <p>Howrah to Serampore 10-3-57 ... 11½ Serampore to Chandernagore 1-2-58 ... 8½ Chandernagore to Hooghly 1-5-58 ... 3 Hooghly to Magra 1-10-58 ... 5½ Magra to Pundooah 25-2-59 ... 9 Pundooah to Burdwan 1-10-59 ... 28½ Burdwan to Khána 1-1-59 ... 8½ Khána to Durgapur 1-6-70 ... 30½ Durgapur to Raneegunge 2-9-70 ... 14½ Raneegunge to Sitarampur 19-12-70 ... 16½ Sitarampur to Luckeeserai 1-1-71 ... 123½ Luckeeserai to Burhee 22-6-70 ... 10½ Burhee to Barh 22-2-68 ... 27 Barh to Futwah 1-11-68 ... 26 Futwah to Dinapore 20-3-67 ... 19½ Dinapore to Bihta 13-8-68 ... 10½ Bihta to Arrah 28-3-70 ... 13½ Arrah to Buxar 13-8-68 ... 42½ Buxar to Dildánagar 15-4-82 ... 2½ Dildánagar to Zamánia 20-5-82 ... 8½ Zamánia to Sakaldiha 20-9-82 ... 16½ Sakaldiha to Mogal Sarai 10-8-82 ... 11½</p> <p>Total Double line . 469½ Total open mileage . 1,514½</p>

DIX E.
Progress on 31st March 1886.
IMPERIAL.
of Companies.

Details of construction.	REMARKS.														
<p>The earthwork and bridges generally are for a double line, except the superstructure of iron bridges. The line was originally laid almost entirely with wooden sleepers, but cast iron plate sleepers as well as wooden sleepers are used for renewals. The rails vary in weight from 74lb to 82lb per yard. The line is double between Howrah and Moghal Sarai.</p> <p>The Singharon Branch is a single line throughout. The rails are laid partly on Greaves' patent bowls and partly on creosoted fir sleepers.</p> <p>The Kumbhurbaree Branch is constructed for a single line. The width of formation in the embankments is 16 feet.</p> <p>On the Jubbulpore Branch only one track is laid. The land and earthwork are for a double line. The bridges and viaducts are also for a double line, but in girder bridges and viaducts, the girders on the down side have not been erected. On the first 54 miles, rails 82lb to the yard have been used; on the rest of the line, rails 74lb to the yard. The rails are generally laid on wooden sleepers of creosoted fir and sal.</p> <p>The rest of the branches are laid with a single track, but the formation generally is for a double line. The rails are laid on wooden cross sleepers.</p> <p>The length of road laid with the additional sleeper per pair of rails up to the 31st December 1885 was 1,974 miles, leaving 10.15 miles under-sleepered.</p> <p>The length of road re-laid with steel rails up to the 31st December 1885 was 653.93 miles, as follows:—</p> <table><tr><td></td><td>Miles.</td></tr><tr><td>Howrah District . . .</td><td>152.18</td></tr><tr><td>Chord Line . . .</td><td>116.50</td></tr><tr><td>Dinapore District . . .</td><td>80.40</td></tr><tr><td>Allahabad „ . . .</td><td>256.10</td></tr><tr><td>Dellu „ . . .</td><td>48.75</td></tr><tr><td>Total . . .</td><td><u>653.93 miles.</u></td></tr></table>		Miles.	Howrah District . . .	152.18	Chord Line . . .	116.50	Dinapore District . . .	80.40	Allahabad „ . . .	256.10	Dellu „ . . .	48.75	Total . . .	<u>653.93 miles.</u>	<p>The experimental line from Howrah to RaneeGUNGE was commenced in January 1851. The 1st section, 23¼ miles, was opened on 15th August 1854.</p> <p>The Chord line was commenced in February 1866, and was opened on 1st January 1871. This line diminishes the distance between Howrah and the Upper Provinces by 64 miles.</p> <p>The commencement of work on the Hooghly Bridge Branch (4 miles) was sanctioned on the 14th January 1884. Work on the Hooghly Bridge is in progress.</p> <p>The Jubbulpore Branch was commenced under contract in February 1863, and was completed in 3½ years.</p> <p>There is a branch ¼ of a mile from Patna (331¼ miles from Howrah <i>via</i> the Chord line) to the Ganges bank, which is treated as a siding in the mileage returns. It is laid with two tracks on wooden cross-sleepers, and was opened on 17th November 1862.</p> <p>The Mokameh Branch was originally only 1½ miles in length, and was used for goods traffic only and treated as a siding. In consequence, however, of the change of terminus of the Tirhoot State Railway from opposite Barh to opposite Mokameh, the branch was extended ¾ths of a mile and opened to passenger traffic on 1st May 1883.</p> <p>On the completion of the bridge over the Ganges at Benares, the Benares Branch of the East Indian Railway will be transferred to the Oudh and Rohilkhand Railway, and the junction of the two Companies will be effected at Moghal Sarai.</p> <p>The East Indian Railway Company works under agreement the branches made by the State to Gya, Ghazipur and Gwalior.</p> <p>The branch from Bankipore to Deegha Ghât has been constructed in view to a connection, effected by a ferry across the Ganges, with the Bengal and North-Western Railway Company's system at Paleza Ghât near Sonapore. Sanction to construction was given on 30th July 1884, and the branch was opened to traffic on the 2nd April 1885.</p> <p>A branch line, 5 miles in length, has been made by the Alipore Coal Company, connecting their collieries with the East Indian Railway at mile 144½.</p> <p>Sanction has been accorded to a proposal of the Beerbhoom Coal Company to construct a branch line of railway from their colliery at Borrea, and running over an intervening portion of the land belonging to the Barakar Iron Works to a point on the East Indian Railway. The line is already under construction, and the points and crossings for it have been laid in on the East Indian Railway side.</p> <p>On the 5th September 1885 a break occurred at mile 255½ between Luckeeserai and Mananpur caused by heavy rains and an unusual flood in the Keul rivers. The water, extending some miles back towards the range of hills to the north, first topped the heavy bank and then burst through in two places. All traffic was stopped, the passenger and mail trains being diverted over the Loop line. Through traffic was resumed on the 9th of the same month.</p>
	Miles.														
Howrah District . . .	152.18														
Chord Line . . .	116.50														
Dinapore District . . .	80.40														
Allahabad „ . . .	256.10														
Dellu „ . . .	48.75														
Total . . .	<u>653.93 miles.</u>														

APPEN

Railways Constructed and in
STATE
In the hands

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
II	<p>RAJPUTANA-MALWA—</p> <p><i>Rajputana Section—</i></p> <p>5' 6" GAUGE.</p> <p>From junction of East Indian Railway, Agra East Bank, to the limit of Agra Canton- ment 3</p> <p>METRE GAUGE</p> <p>Agra Fort to East Bank 1½</p> <p>Delhi to Bándikui (Junction with the Agra Branch) 135</p> <p>Farukhnagar Salt Branch (from Gaihi Harau Junction, 25½ miles from Delhi, to Farukh- nagar 7¾</p> <p>— 144½</p> <p>Agra to Ajmere 233½</p> <p>Sámbar Lake Salt Branch (from Phuleia Junction, 183¾ miles from Agra) to Sám- bhar 4½</p> <p>Extension of Sámbar Branch to Japog 4</p> <p>Extension of Japog Siding 2</p> <p>Extension of Sámbar Branch across the lake to Gúia, and thence <i>via</i> Kucháman Road to Jowia 17</p> <p>Deodani Siding 2</p> <p>Kankaroola Siding 1½</p> <p>— 264</p> <p>Ajmere, east of Abu, and through Pálanpur to Ahmeda- bad on the Bombay, Baroda and Central India Railway 304½</p> <p>— 716</p> <p><i>Malwa Section—</i></p> <p>Khandwa (352¾ miles from Bombay, on the Great Indian Peninsula Railway, North- East Line) to Indore 87</p> <p>Indore <i>via</i> Fatehabad Junction, Rutlam, Jaora and Mandsaur, to Neemuch 155½</p> <p>Branch from Fatehabad Junc- tion, 24½ miles from Indore, to Ujjain 12</p> <p>Extension of Ujjain Branch across the Sipra River to Ujjain City 2½</p> <p>Neemuch to Ajmere 150½</p> <p>— 407½</p> <p><i>Total Rajputana-Malwa System 1,123½</i></p> <p>REWÁRI-FEROZEPORE.</p> <p>Rewári (51½ miles from Delhi, <i>via</i> Hissar, Sirsa, Bhatinda and Faridkot) to Ferozepore including Fázilka Branch 290½</p> <p>— 1,414</p> <p>Carried over 1,414</p>		<p><i>Delhi to Bándikui—</i></p> <p>Delhi-Rewári Section, with Salt Branch:— for salt traffic only . . . 14-2-73 } 59 for passenger traffic . . . 1-7-73 } Rewári to Ulwar . . . 15-9-74 46½ Ulwur to Bándikui . . . 7-12-74 37½</p> <p><i>Agra to Ajmere—</i></p> <p>Agra-Bhurlpore Section— for goods traffic . . . 11-8-73 } 33½ for passenger traffic . . . 20-10-73 } Bhurlpore to Dausa . . . 20-4-74 78½ Dausa to Jeypore . . . 12-10-74 38 Jeypore to Sámbar . . . 1-3-75 38½ Phuleia to Ajmere . . . 1-8-75 49½</p> <p>Agra Cantonment Station to E. I. Ry. junction (broad gauge) 1-1-76 3</p> <p>Agra Fort to East Bank (narrow gauge) 1-1-76 1½</p> <p>Japog Extension Oct. 76 4</p> <p>Extension of Sámbar Branch to Jhowia . . . 20-12-79 17</p> <p>Extension of the Japog Siding 20-12-79 2</p> <p>Deodani Siding 1-8-80 2</p> <p>Kankaroola Siding . . . 15-2-81 1½</p> <p><i>Ajmere to Ahmedabad—</i></p> <p>Ajmere to Beáwar . . . 15-5-78 32½</p> <p>Beáwar to Haipúr . . . 12-5-79 21</p> <p>Ahmedabad to Pálanpur . . 15-11-79 83</p> <p>Haipúr to Sojat Road . . . 20-10-80 20½</p> <p>Sojat Road to Pálanpur . . 1-1-81 148</p> <p><i>Khandwa to Indore—</i></p> <p>Khandwa to Sanawad . . . 1-2-74 34½</p> <p>Sanawad to Mortakka . . . 1-4-74 3½</p> <p>Mortakka to Choral . . . 20-1-75 20½</p> <p>Mhow to Indore 3-8-76 13</p> <p>Nerbudda Bridge 5-10-76</p> <p>Choral to Mhow 1-1-78 15½</p> <p><i>Indore to Neemuch—</i></p> <p>Indore to Fatehabad . . . } 3-8-76 { 24½ Fatehabad to Ujjain . . . } 12 Ujjain Branch Extension across Sipra River into Ujjain City 1-3-84 2½</p> <p>Fatehabad Junction to Rut- lam 11-7-78 48½</p> <p>Rutlam to Jaora 25-2-80 20½</p> <p>Jaora to Mandsaur 8-4-80 31½</p> <p>Mandsaur to Neemuch . . . 2-7-80 30½</p> <p><i>Neemuch to Ajmere—</i></p> <p>Neemuch to Nimbahera . . . 10-3-81 16½</p> <p>Nimbahera to Chitor . . . 19-3-81 18</p> <p>Chitor to Nusserabad . . . 1-12-81 101</p> <p>Nusseerabad to Ajmere . . . 14-2-76 14½</p> <p><i>Rewári-Ferozepore—</i></p> <p>Rewári to Hissar:— for goods traffic . . . 20-8-88 } 89 for passenger traffic . . . 1-5-88 }</p> <p>— 1,212½</p> <p>Carried over 1,212½</p>

DIX E—continued.

Progress on 31st March 1886.

IMPERIAL.

of Companies.

Details of construction.	REMARKS.
The line is constructed for a single track. Sufficient land has been taken up to admit of another track being laid hereafter, if necessary.	The dates of orders for survey and construction are as follows:—
The rails originally used were 36 and 40 lbs. per yard, laid on transverse deodar and creosoted pine sleepers. The 36-lb. iron rails have nearly all been replaced by 41½ lb. steel rails. For future renewals, it has been decided to still further increase the weight of rails to a 50-lb. section.	<i>Dates for survey.</i>
The pine sleepers which are perishing very fast are being renewed with good deodar sleepers.	Delhi and Agra to Nusseerabad 17-5-69
The chief works on the Rajputana line are the Bangunga, Shallas, Dhund, Amanisha and Jumna Bridges, and the descent of the Aravalli Range west of Ajmere.	Ajmere to Ahmedabad 1-11-72
The principal works on the Holkar Railway are the ascent of the Vindhya Range, and the bridge over the Nerbudda River. The latter consists of 14 spans of 60 metres. The works generally are heavy.	Khandwa to Indore 8-4-70
The Sipra Bridge consists of 6 spans of 150 feet girders, State Railway type, laid on masonry piers.	Indore to Neemuch 6-3-71
With the exception of the bridging, the works on the Sindia-Neemuch Railway are light.	Neemuch to Nusseerabad 3-11-71
No engineering difficulties were encountered on the Rewári-Ferozepore line.	Rewári to Hissar 10-3-81
The country through which the length from Sirsa to Ferozepore runs is exceedingly easy; the line is at present unballasted and unfenced.	Hissar to Ferozepore 13-9-81
The Fázilka Branch is laid with steel rails and D-nham-Olphert's iron sleepers, the line is unballasted, and is to be unfenced, except at stations.	<i>Dates for construction.</i>
	Delhi-Rewári Section and Salt Branch . . . 1-3-70
	Rewári-Bándikui Section 14-8-72
	Agra to Phulera 20-10-71
	Phulera to Sámbar 8-4-73
	Phulera to Ajmere 9-4-73
	Ajmere to Nusseerabad 14-4-74
	Sámbar to Japog 14-7-75
	Ajmere to Nusseerabad 4-9-76
	Sámbar Extension to Jhowia and extension of Japog Siding 15-5-78
	Khandwa to Indore 8-1-72
	Indore to Rutlam Section with branch to Ujjain . 29-10-73
	Rutlam to Neemuch Section 5-10-77
	Neemuch to Nusseerabad 30-4-79
	Rewári to Hissar 13-9-81
	Hissar to Ferozepore 8-10-82
	Extension of Ujjain Branch to Ujjain City . 6-12-82
	The tender of Messrs. Glover and Co. of Bombay, on a schedule of rates, for the construction and maintenance, for two years, of the line between Agra and Phulera Junction, was accepted on the 20th October 1871. The term of contract was to have expired on the 30th June 1874, but the contractors were allowed an extension of time to complete the Agra-Phulera Section by 15th November 1874, and the Jumna Bridge by 1st June 1875. The tender of the same firm for the construction of the section between Phulera Junction and Ajmere was accepted on the 9th April 1873, and of the section between Ajmere and Nusseerabad on the 14th April 1874.
	The Maharaja Holkar lent the British Government 100 lakhs of rupees at ½ per cent. per annum, for the construction of the Khandwa-Indore Section, and is entitled to a moiety of surplus profits. This section was commenced under contract with Messrs. Hood, Winton and Co., concluded on the 8th January 1872, but terminated by Government on the 1st December 1873. The section was then completed departmentally.
	The Maharaja Sindia lent the British Government 75 lakhs at 4 per cent. per annum, for the construction of the Indore-Neemuch Section and the branch to Ujjain.
	The Rajputana-Malwa State Railway of which, for the present, the Rewári-Ferozepore Railway, with its branches, is to be considered an integral part, was handed over on lease to the Bombay, Baroda and Central India Railway Company from 1st January 1885 until 30th June 1900.
	The line near Nusseerabad Station on the Malwa Section was damaged by floods on the 12th July 1885, interrupting communication till the 14th of the month.

APPEN
Railways Constructed and in
STATE
In the hands

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
II	<div><div>RAJPUTANA-MALWA—<i>conold.</i></div><div>Miles.</div><div>Brought forward .</div><div>22½</div></div>	<div>Miles</div> <div>1,414</div>	<div>Miles.</div> <div>Brought forward . 1,212½</div> <div>Hissar to Sirsa :—</div> <div>for goods traffic . 1-1-84 } 50½</div> <div>for passenger traffic . 1-3-84 }</div> <div>Sirsa to Ferozepore . 1-10-84 101½</div> <div>Fazilka Branch . 1-1-85 50</div> <div>Total open mileage . 1,414</div>
III	<div>PÁTRI—</div> <div>5' 6" GAUGE.</div> <div>Pátri, in the Runn of Cutch, to Viram-</div> <div>gam Junction (349½ miles from Bom-</div> <div>bay) on the Wadhván Extension of</div> <div>the Bombay, Baroda and Central India</div> <div>Railway 22½</div>	<div>22½</div>	<div>Pátri, in the Runn of Cutch to Viram-</div> <div>gam, 12-5-78 22½</div> <div>Total open mileage . 22½</div>
IV	<div>SINDIA—</div> <div>5' 6" GAUGE</div> <div>Agia to Chumbul River 34</div> <div>Dholpur (Chumbul Bridge) to Hetam-</div> <div>pur 8½</div> <div>Hetampur to Gwalior 32½</div> <div>—</div>	<div>74½</div>	<div>Agia to Chumbul River, 10-1-78 . 34</div> <div>Hetampur to Gwalior, 20-12-79 . 32½</div> <div>Dholpur to Hetampur, 15-5-81 . 8½</div> <div>Total open mileage . 74½</div>
V	<div>DHOND-MANMÁD—</div> <div>5' 6" GAUGE.</div> <div>Dhond (167 miles from Bombay, on the</div> <div>South-Eastern line of the Great In-</div> <div>dian Peninsula Railway) to Manmád</div> <div>(162 miles from Bombay, on the</div> <div>North-Eastern line of the Great Indian</div> <div>Peninsula Railway) 145½</div>	<div>145½</div>	<div>Dhond to Ahmednagar, 15-3-78 . 51</div> <div>Ahmednagar to Manmád, 17-4-78 . 94½</div> <div>Total open mileage . 145½</div>

DIX E—continued.

Progress on 31st March 1886.

IMPERIAL
of Companies.

Details of construction.	REMARKS.						
	<p>On the 12th September 1885, the Sabi River rose in flood and, combined with local heavy rainfall, damaged the Rewári-Ferozepore Section in several places between Rewári, Jatusana and Kosli; also near Játaoli on the main line, and on the Farukhnagar Branch. The breach on the main line was closed on the 16th, and through coaching traffic on the Rewári-Ferozepore resumed on the 17th of September.</p> <p>The main line was again damaged at Játaoli on the 30th September, but was repaired the next day.</p>						
<p>The rails are flat-footed, and weigh 48lb per yard.</p>	<p>The dates of orders for survey and construction are 26th May 1870 and 13th June 1871, respectively.</p> <p>The line was constructed by the Bombay, Baroda and Central India Railway Company at the expense of the State.</p> <p>It is also worked under agreement by the Bombay, Baroda and Central India Railway Company.</p>						
<p>The line is constructed for a single track. Rails 60lb per yard laid on transverse deodar sleepers.</p> <p>The principal work is the bridge over the Chumbul</p>	<p>The dates of orders for survey and construction are as follows:—</p> <table><tr><td><i>Date for survey.</i></td><td><i>Dates for construction.</i></td></tr><tr><td>21st October 1872.</td><td>Agra to Chumbul on 16th February 1876.</td></tr><tr><td></td><td>Chumbul to Gwalior on 24th August 1877.</td></tr></table> <p>The Maharaja Sindia has lent the British Government 75 lakhs at 4 per cent. per annum, for the construction of the line from Agra to Gwalior. The tender of Messrs. Glover and Co. of Bombay was accepted, and the contractors began work in February 1876. The first section from Agra to Dholpur was opened for grain traffic on 15th November 1877, and for general traffic on the 10th January 1878.</p> <p>The line is worked under agreement by the East Indian Railway Company.</p>	<i>Date for survey.</i>	<i>Dates for construction.</i>	21st October 1872.	Agra to Chumbul on 16th February 1876.		Chumbul to Gwalior on 24th August 1877.
<i>Date for survey.</i>	<i>Dates for construction.</i>						
21st October 1872.	Agra to Chumbul on 16th February 1876.						
	Chumbul to Gwalior on 24th August 1877.						
<p>Single road; double-headed steel rails 70lb to the yard; iron pot sleepers weighing 94lb each. The line as originally constructed was unfenced, but arrangements are being made for the provision of fencing.</p>	<p>The dates of orders for survey and construction are 18th March 1876 and 25th August 1877, respectively.</p> <p>The object of this Chord line is to connect the railway systems of Northern and Southern India without the necessity of ascending and descending the great barrier of the Western Ghâts. The line was put in hand for famine relief purposes in 1877, and was laid throughout before the rains of 1878.</p> <p>The line is worked under agreement by the Great Indian Peninsula Railway.</p>						

DIX E—continued.

Progress on 31st March 1886.

IMPERIAL.

of Companies.

Details of construction.	REMARKS.																												
<p>The permanent-way is of the ordinary State Railway metre-gauge type. The following large girder bridges are completed:—</p> <table><tr><td colspan="2"><i>East Deccan Line—</i></td><td>Spans</td><td>Feet.</td></tr><tr><td>Bhima River</td><td>.</td><td>14</td><td>of 150</td></tr><tr><td>Don</td><td>„</td><td>8</td><td>„ 100</td></tr><tr><td>Krishna</td><td>„</td><td>21</td><td>„ 150</td></tr><tr><td>Malprabha</td><td>„</td><td>12</td><td>„ 100</td></tr></table> <p><i>South Deccan Line—</i></p> <table><tr><td>Tungabhadra River</td><td>.</td><td>38</td><td>„ 60</td></tr><tr><td>Burra Nalla</td><td>.</td><td>10</td><td>„ 60</td></tr></table> <p>The Ghât incline for 3½ miles from the Portuguese Frontier will be constructed for a double line up to formation level. All the rest will be for a single line.</p> <p>Maximum gradient on Ghât incline 1 in 40, and on the rest of the line 1 in 100.</p>	<i>East Deccan Line—</i>		Spans	Feet.	Bhima River	.	14	of 150	Don	„	8	„ 100	Krishna	„	21	„ 150	Malprabha	„	12	„ 100	Tungabhadra River	.	38	„ 60	Burra Nalla	.	10	„ 60	<p>The line from Hotgi <i>via</i> Bijápur and Bágalkot to Gadag (173½ miles) was commenced as a famine relief work in April 1879. Work on this section and the Bellary-Hubli one was again started by Government in November 1881, but from the 1st October 1882 the system was made over to a Company which had been formed in England.</p> <p>The Southern Mahratta Railway Company has £3,000,000 (Rs. 3,60,00,000) of Capital in 150,000 shares of £20 each, of which £1,885,420 (Rs. 2,26,25,040) is paid up. Interest on the share Capital is guaranteed by Government at the rate of 4 per cent. to 1st June 1889, and 3½ per cent. thereafter.</p> <p>For the construction of the West Deccan Line the issue of Debentures to the amount of £2,000,000 (Rs. 2,40,00,000) has been authorized—interest at the rate of 3½ per cent. being guaranteed by Government; of this £1,700,000 (Rs. 2,04,00,000) has been paid up.</p>
<i>East Deccan Line—</i>		Spans	Feet.																										
Bhima River	.	14	of 150																										
Don	„	8	„ 100																										
Krishna	„	21	„ 150																										
Malprabha	„	12	„ 100																										
Tungabhadra River	.	38	„ 60																										
Burra Nalla	.	10	„ 60																										
<p>The line from Cawnpore to south bank of the Jumna River near Kálpi has been constructed for a single line of rails 75lbs. per yard double-headed on Denham-Olphert's sleepers with 20 feet width formation. There were no engineering difficulties.</p> <p>The remainder of the main line and branches will be constructed for a single line, but details of permanent-way have not yet been decided upon.</p>	<p>On the 2nd October 1885, the Indian Midland Railway Company, Limited, entered into a contract with the Secretary of State for the construction, &c., of this line, which embraces the original projects for the Bhopal-Jhānsi-Cawnpore, the Jhānsi-Gawlior and the Jhānsi-Mánikpur Railways, with the section from Etáwa to Saugor of the Bilaspur-Etáwa State Railway.</p> <p>The contract provides for the possible extension from Saugor to a point on the East Indian Railway at or near Katni, and (upon the opening to public traffic of the section of the projected railway from Jhānsi to Gwalior) for the transfer to the Company of the Sindia State Railway.</p> <p>Sanction to the Cawnpore-Kálpi Section was given on 12th March 1884, and to Kálpi-Jhānsi Section on 3rd March 1886. The construction of the latter section is being carried out for the Company by the Government, North-Western Provinces and Oudh.</p> <p>The Cawnpore-Kalpi Section will be opened early in April, and will be worked by the East Indian Railway.</p> <p>Estimates are in hand for the Jhānsi-Gwalior, Jhānsi-Lalitpur, and Bhílsa-Básoda Sections.</p> <p>On the Básoda-Lalitpur Section surveys are in progress.</p> <p>On the Bhopal-Bhílsa Section (33 miles) construction is in progress, a contract for this portion having been let to Messrs. Kerby and Thompson, and work started in February 1886.</p> <p>Work has also been resumed on the Jhānsi-Mánikpur Section. This length was originally sanctioned on 23rd August 1883, but work was stopped on 31st March 1885.</p>																												

APPEN
Railways Constructed and in
STATE
In the hands

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
VIII	<div><div>NORTH-WESTERN—Miles.</div><div>5' 6" GAUGE.</div><div>Punjab Section—</div><div>Ghāziabad Junction on the East Indian Railway (13 miles east of Delhi), to Am- ritsar 302½</div><div>Amritsar to Lahore 32½</div><div>————— 334½</div><div>Lahore to Rāwalpindi 173½</div><div>Rāwalpindi to Peshāwar 104½</div><div>————— 277½</div><div>Carried over 612½</div></div>	Miles.	<div>SINGLE.—PUNJAB SECTION—</div> <div>Ghāziabad to Lahore—Miles.</div> <div>Ghāziabad to Meerut City 18-4-67 . 27½</div> <div>Meerut City to Umballa Cantonment 1-1-69 . 121</div> <div>Umballa Cantonment to Ludhiāna 12-10-69 . 70½</div> <div>Ludhiāna to Phillour . 15-10-70 . 8½</div> <div>Phillour to Jullundur Can- tonment 1-4-70 . 24</div> <div>Jullundur Cantonment to Beas 15-11-69 . 25½</div> <div>Beas to Amritsar 1-11-67 . 26</div> <div>Amritsar to Lahore . . 10-4-62 . 32½</div> <div>————— 334½</div> <div>—————</div> <div>Lahore to Peshawar—</div> <div>Temporary line on metre gauge (62 miles) Lahore to Wazirabad, 12th April 1875</div> <div>Wazirabad to Naurangabad (38½ miles), 10th April 1876</div> <div>Naurangabad to Jhelum (2¾ miles), 14th September 1876</div> <div>Lahore to Jhelum, 6th October 1878 . 103</div> <div>Jhelum to Ratial, 1st January 1880 . 15</div> <div>Ratial to Rāwalpindi, 1st October 1880 55½</div> <div>Rāwalpindi to Hajishah (59 miles) opened on 1st January 1881. Hajishah to Fort Attock (4 miles) on 1st May 1881, but this aggregate of 63 miles to Fort Attock was reduced to 58 to Attock Bridge consequent on the opening of the permanent line between Golra and Margala and the Section from mile 225 to 236 (Campbellpur to Khairabad) on 31st May 1883.</div> <div>Thus Rāwalpindi to Attock Bridge . 58</div> <div>Attock to Khairabad, 31st May 1883 . 2½</div> <div>Khairabad to Peshāwar City, 1st May 1882 41</div> <div>Peshāwar City to Peshāwar Cantonment, 1st January 1883 2½</div> <div>————— 277½</div> <div>—————</div> <div>Carried over 612½</div>

DIX E—continued.

Progress on 31st March 1886.

IMPERIAL.

of the State.

Details of construction.	REMARKS.
<p>From Amritsar to the Beas (26 miles) the earthwork is for a double line; the rest is for a single line. Bridge foundations and superstructure for a single line. The rail used is a single-headed "steel-iron" rail, 60lb to the yard. From Amritsar to Umballa (154½ miles) the rails are laid on a wooden road, and from Umballa to Ghaziabad (148½ miles) on Greaves' bowls. These rails, which have entirely failed, are being gradually replaced by solid steel rails.</p> <p>From Amritsar to Lahore the earthwork and bridges are for a single way. Double-headed iron rails, 68lb per yard, have been used; the road is laid with wooden sleepers, but iron bowls are being used for renewals.</p> <p>The line from Lahore to the Chenab, also the Siálkot Branch, is constructed for a single track with 60-lb iron rails on transverse sleepers of deodar.</p> <p>From the Chenab to Pesháwar Cantonment and likewise the Khushálgarh Branch, the line is constructed for a single track, but with 62-lb steel rails in cross-sleepers of deodar.</p> <p>The chief works on the Lahore-Pindi Section are the bridges over the Ravi, Chenab, Jhelum, and Soan, and the passage through the salt range north of the Jhelum.</p> <p>The chief works on the Pindi-Pesháwar Section are the Indus (Attock) and Haro Bridges, and the tunnels at the Margala Pass and Indus approach.</p>	<p>The first period of the contract with the Sind, Punjab and Delhi Railway having expired, the State assumed charge of the line on the morning of the 1st January 1886, and amalgamated it with the Punjab Northern, the Indus Valley, the Eastern Section, Sind-Sagar, and the Southern Section, Sind-Pishin State Railways, to be worked as one Imperial system, under the name of the North-Western Railway.</p> <p>The section from Ghaziabad to Amritsar (first called the Delhi, and subsequently incorporated in the late Sind, Punjab and Delhi Railway) was commenced early in 1864 under a system of petty contracts. On the 3rd May 1865, Messrs. Brassey and Co. entered into a contract for the construction of the line in five years. Of the entire length, 191½ miles are in the Punjab, and 112 in the North-Western Provinces. The line was opened out from both ends towards the Sutlej Bridge. The completion of the Sutlej Bridge—a work of great magnitude, a large addition to which was, during construction, thought necessary—caused an extra year to be added to the term of the contract, and delayed an earlier completion of the line.</p> <p>The section from Amritsar to Lahore (formerly, with the Section to Mooltan and Sher Shah, called the Punjab, and subsequently incorporated in the late Sind, Punjab and Delhi Railway, was commenced on 8th February 1859.</p> <p>The Delhi Section of the late Sind, Punjab and Delhi Railway suffered during 1871 and 1872 considerable damage at the Beas, the Sutlej, and elsewhere, necessitating interruption to through communication for some time. The section between Amritsar and Jullundur also suffered severely during the floods of 1875. In August 1876 two piers of the Sutlej Bridge were carried away, and through communication was not re-established till the middle of December. In August 1878 the line was again considerably damaged, and through communication stopped until 3rd October.</p> <p>The dates of orders for survey and construction of the Lahore-Pesháwar Section are as follows:—</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Jhelum to Ráwalpindi, 8th November 1864. Ráwalpindi to Khulsálgarh, September 1879. Lála Músa to Miani (Junction), September 1877.</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Lahore to Jhelum, 22nd October 1869. Jhelum to Ráwalpindi, 17th September 1877. Lála Músa to Miani (Junction), 24th July 1878. Pindi to Khushálgarh, September 1879. Pindi to Pesháwar, 3rd October 1879. Miani (Junction) to Jhelum River, 4th March 1881. Miani (Junction) to Bhera, 25th October 1881. Miani (Junction) to Khewra, 27th January 1882. Wazirabad to Siálkot, 19th April 1883. Conversion of the Salt Branch—now designated the Sind-Sagar Railway, Eastern Section—from metre to 5' 6" gauge, 27th November 1884.</p>

APPEN
Railways Constructed and in
STATE
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No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
VIII	Miles.	Miles.	Miles.
	NORTH-WESTERN— <i>concl.</i>		SINGLE.—PUNJAB SECTION— <i>concl.</i>
	Brought forward . 612½		Brought forward . 612½
	5' 6" GAUGE.		
	Branches—		Khusálgarh Branch—
	Golra Junction to Khusálgarh . . 70½		Golra (Junction) to Langar, 1st April 1881 . . . 60¾
	Wazirabad to Sialkot . . 26½		Langár to Khusálgarh, 16th April 1881 (Khusálgarh, new station opened 13th July 1883) . . . 9¾
			70½
	5' 6" AND METRE GAUGE.		Sialkot Branch—
			Wazirabad to Siálkot, 1st January 1884 26½
			26½
	Sind-Sagar, Eastern Section—		Sind-Sagar, Eastern Section—
	Lála Músa (82¼ miles from Lahore) to Miani (Junction), on the Jhelum opposite Pind Dádan Khán . . . 53¼		Lála Músa to Bahá-uddín, 1st January 1880 . . . 28½
	Miani Junction to Bhera (metre gauge) . . . 8¾		Bahá-uddín to Hariah, 1st February 1880 . . . 10½
	Miani to Khewra (metregauge) 10		Hariah to Miani (Junction), 10th April 1880 . . . 14½
	72		Miani (Junction) to Bhera, 2nd Feb- ruary 1882 . . . 8¾
			Miani (Junction) to Khewra, 1st Jan- uary 1883 . . . 10
			Total . 72
	Total Punjab Section	781½	Total Punjab Section . 781½
	5' 6" GAUGE.		SINGLE.—SIND SECTION—
	Sind Section—		Lahore to Kotri—
	Lahore to Mooltan Cantonment and Muzaffarabad Junction . . 215		Lahore to Mooltan . . 24-4-65 208
	Carried over . 215	781½	Mooltan to Muzaffarabad Junction . . 21-8-70 7
			Carried over . 215

DIX E—continued.

Progress on 31st March 1886.

IMPERIAL.

of the State.

Details of construction.	REMARKS.
<p>The Sind-Sagar, Eastern Section (formerly known as the Salt Branch of the Punjab Northern State Railway), was made chiefly for salt traffic, and was laid for a metre gauge single track with 40-lb rails; it has since been converted for the greater part of its length into a 5' 6" gauge line, and will, when completed, form a part of the Sind-Sagar State Railway.</p> <p>From Lahore to Mooltan and Rāmuwala the earthwork and bridges are for a single way. Double-headed iron rails, 68lbs per yard, have been used throughout; 96 miles have been laid with Greaves' bowls; the rest of the line is laid with wooden sleepers; but iron bowls are being used for renewals.</p>	<p>It was originally intended to construct the line from Lahore to Peshāwar (formerly known as the Punjab Northern State Railway) on the 5' 6" gauge; but the metre gauge was subsequently adopted, and 103 miles from Lahore to Jhelum were constructed on this gauge previous to September 1873, the alignment being on the Grand Trunk Road. At the end of 1873, it was decided to adopt a separate bank for the railway, and in July 1874 orders were given for the 5' 6" gauge to be reverted to. Of the metre gauge line, 62 miles (from Lahore to Wazirabad) were opened for traffic on the 12th April 1875, the alignment of the Grand Trunk Road being adhered to, and a further section between Wazirabad and Naurangabad was opened on 10th April 1876. This last section was laid upon the 5' 6" gauge embankment, and the works on the Grand Trunk Road between the points mentioned were abandoned. The final conversion of the main line of railway between Lahore and Jhelum from metre to 5' 6" gauge was made on 6th October 1878, since when the works on the Grand Trunk Road between Lahore and Wazirabad have been removed or abandoned, and the road has been restored to its legitimate purposes.</p> <p>In August 1874 the first engine was run through from Shahdara (5 miles from Lahore) to Wazirabad, and the metre gauge line (which was well advanced when the decision to adopt the broad gauge was come to) to that place was opened for traffic on 12th April 1875, including the bridge over the Ravi. The broad gauge line to Jhelum was completed and opened in October 1878.</p> <p>The completion and opening of the Attock Bridge on the 24th May 1883 supplies the last link in a continuous chain of railway communication from Calcutta to Peshāwar, a distance of 1,560 miles.</p> <p>The portion (45 miles) of the Salt line between Lāla Mūsa and Malakwāl, the point of junction with the Sind-Sagar Railway, has been converted to the 5' 6" gauge.</p> <p>The broad gauge track was opened for traffic on the 10th February 1886. The branch to the salt mines at Khewra will also be converted to the standard gauge. It is also possible that in due time it will be found convenient to relay the branch from Malakwāl to Bhera on the broad gauge.</p> <p>The extension, on the metre gauge, from Bhera to Shahpur at one time contemplated, has been abandoned. Any extension to Shahpur in the future will necessarily be made on the broad gauge.</p> <p>The section from Lahore to Mooltan and Sher Shah (formerly, with the section from Amritsar to Lahore, called the Punjab Railway), was commenced on 8th February 1859.</p>

APPENDIX
Railways Constructed and in Progress
STATE
In the hands of the Government

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
VIII	NORTH-WESTERN— <i>contd.</i>	Miles.	SINGLE.—SIND SECTION— <i>continued</i> —Miles. Brought forward . 215
	5' 6" GAUGE. Brought forward . 215	781½	Lahore to Kotri—
	Sind Section—continued.		Muzaffarabad Junction to Rohri, 1st July 1878 274
	Muzaffarabad Junction (on the late Sind, Punjab and Delhi Railway, along the left bank of the Indus) to Rohri Bandar 274		Sukkur to Rádhan, 1st October 1878 81
	Rohri across the Indus to Sukkur and along the right bank to Kotri . 227		Kotri to Laki, 8th October 1878 75
	———— 716		Laki to Rádhan, 27th October 1878 71
			<u>716</u>
	Kotri to Kurrachee Cantonment 103		Kotri to Kurrachee City—
			Kotli to Kurrachee Cantonment 13-5-61 . 103
	Kurrachee Cantonment to Kurrachee City (double line)	2½	Double—
	———— 821½		Kurrachee Cantonment to Kurrachee City . 13 5-61 . 2½
			<u>821½</u>
	Branches—		Single—Ráewind Branch—
	Ráewind to Ganda Singhwála 23		Ráewind to Kasúr . . 15-4-83 . 16
	Ganda Singhwála to boat-bridge over the Sutlej, called Ganda Singh Bandar Station 3		Kasúr to Ganda Singhwála 10-6-83 . 7
	From Ganda Singh Bandar Station across the boat-bridge, via the city to Ferozepore Station 6½		Ganda Singhwála to boat-bridge over the Sutlej 15-12-83 . 3
	Carried over 32½ 821½	781½	Ganda Singh Bandar Station to Ferozepore Station (closed during the flood season and re-opened in October each year) } 27-4-85 . 6½
			Carried over { <u>821½</u>

DIX E—continued.

Progress on 31st March 1886.

IMPERIAL.

of the State.

Details of construction.	REMARKS.
<p>The section from Muzaffarabad Junction to Kotri (formerly called the Indus Valley State Railway) is constructed for a single track, and is laid with rails 60lbs. to the yard on transverse sleepers of creosoted pine and deodar.</p> <p>The chief works on this line are the bridges over the Sutlej between Adamwahan and Bahawalpur, and over the Indus between Sukkur and Rohri, and the cutting through the Laki hills.</p>	<p>The dates of orders for survey and construction of the section from Muzaffarabad Junction to Kotri are as follows:—</p> <p style="text-align: center;"><i>Date for survey.</i></p> <p>Mooltan to Kotri, 30th October 1869.</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Mooltan to Rohri, 8th November 1871. Sukkur to Kotri, 4th November 1872.</p> <p>This line was commenced as a metrie gauge railway, and works had been well advanced when orders were received from Her Majesty's Government to adopt the 5' 6" guage.</p> <p>The construction of the bridge over the Indus at Sukkur commenced in April 1883 and is in progress: the portion over the Sukkur channel was completed in March 1885.</p>
<p>On the section from Kotri to Kurrachee (formerly the Sind Section of the Sind, Punjab and Delhi Railway) the earthwork is for a single line; masonry of bridges for a double line; superstructure for a single line; some of the piers of the Mulleer viaduct for a double and the rest for a single line. The masonry viaduct at Bahrūn is for a double line. Ordinary double-headed rails, 65lbs. to the yard, have been used and laid on sleepers of creosoted pine and babul. From Kurrachee Cantonment Station to Kurrachee City Station (2½ miles) the line is double.</p> <p>The permanent-way on the Sind Section consists of flat-bottomed iron rails spiked down on transverse wooden sleepers and fishplates.</p>	<p>The section from Kotri to Kurrachee was commenced on 29th April 1858.</p> <p>The branch to Kiamari (3½ miles) is now closed to passenger traffic.</p>
<p>The Raewind-Ganda-Singhwala Branch (formerly a part of the Punjab Section of the Sind, Punjab and Delhi Railway) has been laid with partly worn steel-headed rails in chairs on 2nd class deodar sleepers: the line is unballasted.</p> <p>The tramway across the boat-bridge and to Ferozepore Station is laid to 2 feet gauge with partly worn iron rails 36lbs. to the yard on deodar sleepers with spikes and fishplates. It is worked by locomotives on either side of the river and by manual power on the boat-bridge. The line is not raised or ballasted, and is closed during the rains when the boat-bridge is dismantled.</p>	<p>The construction of the branch from Raewind to Ganda Singhwala was sanctioned on the 9th November 1882, and an extension of the branch from Ganda Singhwala to the boat-bridge over the Sutlej opposite Ferozepore, was sanctioned on 2nd October 1883.</p>

APPEN
Railways Constructed and in
STATE
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No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
VIII	NORTH-WESTERN—concluded.		SINGLE.—SIND SECTION—concluded.
	<div><div>5' 6" GAUGE.</div><div><div>Brought forward.</div><div>821½</div></div><div><div>Branches—concluded.</div><div>Brought forward.</div><div>32½</div></div><div><div>Muzffarabad Junction to Sher Shah and Ramuwala</div><div>5</div><div>37½</div></div></div>	<div>Miles.<div>781½</div></div>	<div><div>Brought forward</div><div>{ 821½ 32½</div></div> <div><div>Ramuwala Branch—</div><div>Muzaffarabad Junction to Ramuwala</div><div>21-8-70</div><div>5</div><div>37½</div></div>

DIX E—continued.

Progress on 31st March 1886.

IMPERIAL.

of the State.

Details of construction.	REMARKS.
<p>The Rámuwala Branch was laid with double-headed iron rails 68lb a yard keyed into C. I. chairs spiked to transverse deodar sleepers. These have since been replaced by Greaves' cast-iron bowl sleepers.</p> <p>The section from Ruk to Pir Chowki (formerly the Sind-Pishin Railway, Southern Section) is a surface line, and is laid for a single track with various types of rails, viz., flat-footed, 60 and 62lb per yard, and double-headed varying from 68 to 84lb per yard, on traverse sleepers of deodar. The buildings from Ruk to Jacobabad and at Sibi, which were of a temporary nature, have been replaced by permanent structures. The buildings on the remaining portions of the line, which are still of a temporary nature, will be gradually replaced by permanent ones. The chief works are the bridges over the Nari and the Kambari.</p>	<p>The dates of orders for survey and construction of the section from Ruk to Pir Chowki are as follows:—</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Ruk to Sibi, October 1879. Sibi to Pir Chowki, September 1880.</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Ruk (Junction) to Sibi, October 1879. Sibi to Pir Chowki, September 1880.</p> <p>This line was formerly worked by the late Indus Valley State Railway.</p> <p>The North-Western Railway works also the Amritsar-Patháńkot and Rájpura-Patíála Railways.</p>
<p>Only one track laid. The land and earthwork are for a double line, as also the masonry of bridges and viaducts, but the girders put up are for a single line. On all small bridges one of the girders is designed as a middle girder. The rails are double-headed, weighing 74lb per yard, and have been laid principally on creosoted pine sleepers.</p> <p>The Goalundo Extension embankment is for a single track only. All small bridges are built for a double line, and the inside piles and girders of screw-pile bridges are made strong enough for a double line.</p> <p>The permanent-way is similar to that on the main line.</p>	<p>The line from Calcutta to Kooshtea was commenced on 16th April 1859. The Kooshtea Branch was not included with the open mileage until opened for passenger traffic in 1868.</p> <p>The Goalundo Extension was commenced in the cold season of 1865-66.</p> <p>The estimate for the Chitpore Branch was sanctioned on 12th April 1873. The line was completed and opened for goods traffic on 25th August 1873, but the length was not included with the open mileage until 1874. It was opened for passenger traffic on 1st January 1875, but has again been closed to it since 1876.</p> <p>There is a branch, $\frac{1}{2}$ mile in length, at Shámnagar, which is treated as a <i>siding</i>, and is therefore not included with the mileage. It was opened in April 1868.</p> <p>Owing to the encroachments of the River Ganges, it became necessary in 1882 to construct a diversion between the 147th mile and Goalundo; 3 miles of this were opened on the 9th, and the balance on the 15th, August 1882.</p> <p>The Kooshtea Branch has been reduced from 4 to $3\frac{1}{2}$ miles owing to part of it having become a siding since the construction of the Kooshtea Loop line.</p> <p>The doubling of the line between Naiháti and Sealdah was sanctioned in July 1884.</p>

APPEN
Railways Constructed and in
STATE
In the hands

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
IX	<p>EASTERN BENGAL—<i>concl'd.</i></p> <p>5' 6" GAUGE. Miles.</p> <p><i>Eastern Section—cont'd.</i></p> <p>Brought forward . 159$\frac{3}{4}$</p> <p><i>Porádaha Branch—</i></p> <p>Porádaha (102$\frac{3}{4}$ miles from Calcutta) to Dámukdia opposite Sara, on the right bank of the Ganges . 12</p> <p>Dámukdia to Golabnuggur (Dámukdia Ghât Station) . 5$\frac{3}{4}$</p> <p>17$\frac{3}{4}$</p> <p><i>Southern Section—</i></p> <p><i>Original Line—</i></p> <p>Calcutta to Port Canning . . . 28</p> <p><i>Diamond Harbour Line—</i></p> <p>Sonárpur to Magra Hât . 15</p> <p>Magra Hât to Diamond Harbour . 12$\frac{1}{2}$</p> <p>Diamond Harbour to Hara Fort . 1$\frac{1}{2}$</p> <p>29</p> <p>Junction with Eastern Section . . . $\frac{1}{4}$</p>	<p>Miles.</p> <p>234$\frac{3}{4}$</p>	<p>Miles.</p> <p><i>Eastern Section—concl'd.</i></p> <p>Brought forward . 159$\frac{3}{4}$</p> <p><i>Porádaha Branch—</i></p> <p>Porádaha to Dámukdia, 19-1-78 12</p> <p>Dámukdia to Golabnuggur, 8-12-83 5$\frac{3}{4}$</p> <p>17$\frac{3}{4}$</p> <p><i>Southern Section—</i></p> <p>Calcutta to Chámpaháti, 2-1-62 15</p> <p>Chámpaháti to Port Canning, 15-5-63 13</p> <p>Sonárpur to Bairuipur, 10-6-82 5</p> <p>Bairuipur to Magra Hât, 18-12-82 10</p> <p>Magra Hât to Diamond Harbour, 25-4-83 12$\frac{1}{2}$</p> <p>Diamond Harbour, towards Hara Fort, laid 25-4-83 1$\frac{1}{2}$</p> <p>Junction with Eastern Section, 15-8-85 $\frac{1}{4}$</p> <p>Total open mileage . 234$\frac{3}{4}$</p>
X	<p>WARDHA COAL—</p> <p>5' 6" GAUGE.</p> <p>Wardha Junction (472 miles from Bombay on the Nágpur Branch of the Great Indian Peninsula Railway) to Warora . . . 46$\frac{1}{2}$</p>	<p>46$\frac{1}{2}$</p>	<p>Wardha to 18$\frac{1}{2}$ miles, 1-2-74 18$\frac{1}{2}$</p> <p>18$\frac{1}{2}$ to 41st mile (for coal traffic only), 24-12-75 22$\frac{1}{2}$</p> <p>41st mile to Warora coal pit (for coal traffic only), 26-4-76 5$\frac{1}{2}$</p> <p>18$\frac{1}{2}$ to 21st mile for (public traffic), 16-6-77</p> <p>21st mile to Warora (45th mile), for public traffic, 7-11-77</p> <p>Total opening mileage . 46$\frac{1}{2}$</p>
XI	<p>SIND-PISHIN—(<i>Northern Section</i>)—</p> <p>5' 6" GAUGE.</p> <p>Sibi to Quetta . . . 156</p> <p>Quetta to head of Bolan Pass . . . 25</p> <p><i>Branch—</i></p> <p>Bostan to foot of Khwaja Amran Range . . . 34</p>	<p>215</p>	

DIX E—continued.

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of the State.

Details of construction.	REMARKS.
<p>The Porádaha Branch is laid with rails 74lb to the yard on iron pot sleepers.</p> <p>The Dámukdia Ghât Extension has been laid on sál sleepers with second-hand rails of 74lb per yard obtained from the East Indian Railway.</p> <p>The Calcutta to Canning Section is laid with a single track, but sufficient land has been taken up for a double line, and portions of embankment have been formed for a double line. The masonry of the bridges is built for a double line, but the girders are laid for a single line only, except on the Tolly's Nullah and Piali bridges, which are adapted to carry a double line of rails. The rails, 74lb to the yard, are laid generally on wooden sleepers; a short length, $\frac{1}{4}$ mile, has been laid with Greaves' bowls.</p> <p>With the exception of the Usti Khal Bridge, one of the 100-foot span, there are no large or difficult engineering works on the Diamond Harbour line: the open portion is laid for the first 2 miles with iron rails on wooden sleepers, and the remaining length, 27 miles, with new steel rails, 64lb to the yard for 17 miles, upon ordinary iron pot sleepers, and for 10 miles on Denham's plate sleepers.</p>	<p>Sanction to construction of the Porádaha-Dámukdia and Dámukdia-Golabnuggur Sections was given on 4th April 1876 and 22nd September 1883, respectively.</p> <p>A steam ferry in connection with the train plies on the Ganges between Golabnuggur and Sara Ghât.</p> <p>The line from Calcutta to Port Canning was constructed under guarantee. In consequence of its having been worked at a loss since its opening, the Company surrendered it to the Government, under the provisions of the contract, on 1st April 1868.</p> <p>Orders for the Diamond Harbour Survey were issued by the Government of Bengal in November 1878, and on 9th September 1880 sanction was accorded to the commencement of work on the Sonárpur to Magra Hát Section.</p> <p>From the 1st July 1884 the Porádaha Branch (17$\frac{3}{4}$ miles) of the Northern Bengal State Railway has been permanently amalgamated with the Eastern Bengal Railway, and the Calcutta and South-Eastern Railway (57 miles) has also from the same date been temporarily transferred from the control of the Government of Bengal to that of Government of India, and the three lines are now worked as one Imperial system under the name of "The Eastern Bengal State Railway."</p> <p>The Belliaghatta Station (the Calcutta Terminus of the late Calcutta and South-Eastern State Railway) has been permanently closed, and trains of the Southern Section are now worked from the main station at Sealdah.</p>
<p>The line is constructed for a single track. The first 21 miles are laid with Great Indian Peninsula rails 68lb per yard, and the remainder with imported rails 67lb to the yard. The rails on the first 18$\frac{1}{2}$ miles are laid principally on creosoted pine sleepers, and on the rest of the line on teak and sál sleepers.</p>	<p>This line was constructed to carry coal from the Warora mines to the Great Indian Peninsula Railway, and also for the benefit of Hinganghát, a great cotton mart.</p> <p>The orders for the survey of the line were issued on 3rd January 1870. Sanction for the construction of the first 18 miles was given on 5th February 1872, and for the remainder on 1st April 1874.</p>
<p>Line constructed for single track. Rails, steel, 75lb per yard.</p> <p>The line on the whole is very heavy, the summit level being 6,600 feet above the sea with very heavy works, such as tunnels, viaducts, bridging, &c.</p>	<p>Sanction to the construction of the line was given in July 1884, and it has been pushed on vigorously. Sanction to the construction of the sections from Shebo to foot of Khwaja Amran Range and from Quetta to head of Bolan Pass, was given in May 1885.</p> <p>The line is nowhere open for traffic, but the engine runs nearly to Spintangi, about 40 miles beyond Sibi. It is hoped the line from Sibi to Quetta, and from Quetta to head of Bolan Pass, may be ready about August 1887.</p>

DIX E—continued.

Progress on 31st March 1886.

IMPERIAL.

of the State.

Details of construction	REMARKS.
<p>The ruling gradient is 1 in 100. A tunnel, 413 yards in length, occurs at the Nulla-Mulla Hills, the pass through which is 20 miles long, and comprises several heavy works. The rest of the line presents no difficulty. The part across the Delta of the Kistna, from Cumbum to Bezvada, 125 miles, will be constructed at moderate cost.</p>	<p>As a famine protective work the line is considered of the utmost importance. A fair traffic in coal and pilgrims is also expected. Construction sanctioned 26th September 1883.</p> <p>The extension from Guntakal to Hindupur on the Mysore frontier has been finally located and surveyed. It is 111 miles in length.</p>
<p>The ruling gradient is 1 in 100.</p>	<p>The line is required for the protection from famine of certain districts which suffered severely in 1876—78. Construction sanctioned on 15th November 1883.</p> <p>Reconnaissance for an extension into the Cuddapah District, 80 miles, ordered in August 1883.</p>
	<p>This line will establish through direct communication between Calcutta and Bombay, and will include the present Nagpur-Chhattisgarh Railway, 149 miles. Sanction for commencement of the Nagpur-Bengal Railway on the standard gauge was received in July 1884, and orders were at once issued for the acquisition of land and commencement of earthwork.</p> <p>Owing to the difficulty experienced in acquiring land near the Damoda River, a new alignment with a view to effecting a junction with the East Indian Railway at Asansol without interfering with coal rights to any large extent, has been prospected and promises to turn out well.</p> <p>Owing to the negotiations for the formation of a Company to construct and work this line not having been completed and the financial pressure, work had to be suspended during the year.</p>
<p>Being constructed for a single tract. First class second-hand East Indian Railway permanent-way being laid down on <i>sâl</i> sleepers; 82-lb rails along $\frac{3}{4}$ths of the distance, and 74-lb rails along the remainder. Ruling gradient is 1 in 100 between Katni and Umaria, and 1 in 140 against the load coming from Umaria Collieries towards the East Indian Railway. Most of the gradients are 1 in 150.</p> <p>There are two curves of 1,432 feet radius, the remainder being 1,910 feet and upwards. Earthwork is heavy, there being much rock-cutting.</p> <p>Bridging is light. The only noteworthy bridge is over the Mahanaddi, which separates the Central Provinces from Rewah; it consists of 4 spans of 100 feet, one of 80 feet, and one land span of 40 feet.</p>	<p>Survey was ordered in September 1882.</p> <p>Construction ordered in September 1884.</p> <p>Earthwork begun in December 1884.</p> <p>22 miles lie within the Central Provinces, and 15 miles within Rewah State.</p> <p>This is the first section sanctioned of the famine protection line projected between Bilaspur on the Nagpur-Bengal line, and Etawa on the Bhopal-Jhansi line, whose length will be 359 miles.</p> <p>This section is being constructed in advance of the rest, in order to place the Umaria Collieries in connection with the Railway system. Its opening for general traffic may be expected in October 1886.</p>

APPEN
Railways Constructed and in
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No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
XVI	<div>Miles.</div> <div>SIND-SAGAR—(<i>Western Section</i>)—</div> <div>5' 6" GAUGE.</div> <div>Malakwál (45 miles from Lála Músá junction on the North-Western Rail- way) to right bank Chenab . . . 295</div> <div>Branches—</div> <div>Huranpur to Khewra Salt Mines . . . 9</div> <div>Kundian to Isa Khel ferry . . . 16½</div> <div>Durya Khan to Dera Ismail Khan ferry . . . 9½</div> <div>Mahmad Kote to Dera Ghazi Khan ferry . . . 8</div> <div>43</div>	<div>Miles.</div> <div>338</div>	
XVII	<div>BOLAN—</div> <div>5' 6" GAUGE.</div> <div>Lower Section—</div> <div>Pir Chowki to Hirokh . . . 47</div> <div>METRE GAUGE.</div> <div>Ghát Section—</div> <div>Hirokh to Kotal . . . 10</div>	<div>57</div>	
	TOTAL STATE IMPERIAL . . .	8,066½	5,560

DIX E—continued.

Progress on 31st March 1886.

IMPERIAL.

of the State.

Details of construction.	REMARKS.
	<p>This line will connect the frontier stations of Dera Ismail Khan and Dera Ghazi Khan with the Indian Railway systems.</p> <p>The orders for survey were issued in October 1884, and in December 1884 the Government sanctioned preparations being made for the construction of the Jhelum Bridge at Chak Nizam and for the work on the portion of the line (3½ miles) between Malakwál and the bank of the Jhelum. The branch to the salt mines at Khewra will take off, not at Pind Dadan Khan, but at a point some 5 miles nearer to the bridge over the Jhelum.</p> <p>Sanction to the construction of the branch to Mianwali was given on the 27th February 1886.</p>
<p>The Lower section is laid in the bed of the Bolan River and kept as near the surface as possible; the bridges crossing the stream are formed of crib piers made of sleepers: 10 feet span openings, the girders being four 80-lb rails placed side by side.</p> <p>The permanent-way is various and, consists of the following:—</p> <p>East Indian Railway 75-lb steel rails, Denham Olpherts' sleepers.</p> <p>East Indian Railway 80-lb iron rails, wooden sleepers.</p> <p>Sind, Punjab and Delhi Railway 68-lb iron rails, wooden sleepers.</p> <p>Sind-Pishin State Railway 75-lb steel rails, Denham Olpherts' sleepers.</p> <p>The ruling gradient is 1 in 26, and the minimum curve is 800 feet radius.</p> <p>The Ghât section is laid in the bed of the river following the tortuous gorges of the pass, and kept as near the surface as possible.</p> <p>The permanent-way consists of 80-lb East Indian Railway D. H. rails, and 68-lb Sind, Punjab and Delhi Railway D. H. rails, on the wooden sleepers of broad gauge size, with cast-iron chairs.</p> <p>The ruling gradient is 1 in 23, and minimum curve 200 feet radius.</p>	<p>The Lower section was commenced on 23rd April 1885 and completed to Hirokh on 19th November 1885.</p> <p>The Ghât section was commenced on 1st August 1885 and completed to the Kotal on 11th March 1886.</p>

APPEN
Railways Constructed and in
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In the hands

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XVIII	<p>Bengal.</p> <p>PATNA-GYA—</p> <p>5' 6" GAUGE.</p> <p>Bankipore, on the main line of the East Indian Railway, 337½ miles from Howrah, to Gya 57½</p>	57½	<p>Bankipore to Jehanabad, 21-4-79 . . 28</p> <p>Jehanabad to Gya, 2-6-79 . . 29½</p> <p>Total open mileage . 57½</p>
XIX	<p>N.-W. Provinces and Oudh.</p> <p>DILDÁRNAGAR-GÁHZIPUR—</p> <p>5' 6" GAUGE.</p> <p>Dildárnagar (433 miles from Howrah, via the Chord line), on the East Indian Railway, to Tari Ghât, on the Ganges opposite Gházipur 12</p>	12	<p>Dildárnagar to Ghazipur, 5-10-80 . . 12</p> <p>Total open mileage . 12</p>
XX	<p>BAREILLY-PILIBHEET—</p> <p>METRE GAUGE.</p> <p>Bareilly, on the Oudh and Rohilkhand Railway, to Pilibheet 36</p>	36	<p>Bareilly to Bhojeepura, 12-10-84 . . 12</p> <p>Bhojeepura to Pilibheet, 15-11-84 . . 24</p> <p>Total open mileage . 36</p>

IX E—continued.

Progress on 31st March 1886.

PROVINCIAL.

of Companies.

Details of construction.	REMARKS.
<p>The first 29 miles of the line are laid with rails 64 lb per yard on the existing road, with deviations in places. For the remainder a new alignment has been adopted.</p>	<p>The survey for the main line was carried out under the orders of the Government of Bengal on 2nd April 1877, and the construction was commenced on 13th February 1878.</p> <p>The line has been worked from 1st January 1883 by the East Indian Railway Company.</p>
<p>The line is laid with Bessemer steel rails 62 lb to the yard; bearing-plates, and creosoted pine sleepers. It is unfenced, except at stations.</p>	<p>Orders for the commencement of earthwork were issued on the 11th July 1878.</p> <p>The line is worked by the East Indian Railway Company.</p>
<p>The line has been laid for a single track with 41½ lb steel rails on deodar and sâl sleepers. It is ballasted throughout and fenced for first 4½ miles from Bareilly; the remainder is unfenced.</p>	<p>Orders for the construction of the first 4½ miles were issued on the 17th March 1882, and for the remaining portion of the line on the 24th February 1883. The point of junction with the Rohilkhand-Kumaun Railway Company's system has been established at Bhojeeपुरा, 12 miles from Bareilly.</p>

APPEN
Railways Constructed and in
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No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening of public traffic.
	Miles.	Miles.	Miles.
XXI	<p>Bengal.</p> <p>NALHATTI—</p> <p>4' 0" GAUGE.</p> <p>Nalháti, on the Loop line of the East Indian Railway, 144½ miles from Howrah, to Azímganj</p> <p>27½</p>	27½	<p>Nalháti to Azímganj, 21-12-63 27½</p>
XXII	<p>TIRHOOT—</p> <p>METRE GAUGE.</p> <p><i>Main Line—</i></p> <p>Semaria Ghát on the opposite bank of the Ganges, 4 miles below Mokameh, to Samastipur 37½</p> <p>Samastipur to Mozufferpore 32</p> <p>Mozufferpur to Bettiah 76½</p> <p>—145½</p> <p><i>Branches—</i></p> <p>Samastipur to Jhanjharpur 47</p> <p>Mozufferpur to Hajeepur 33</p> <p>Jhanjharpur to Partabganj 44½</p> <p>Hajeepur to Sonepur (Gunduk Bridge) 3½</p> <p>—128</p>	273½	<p>Dalsinghsarai to Durbhunga, 1-11-75 37½</p> <p>Samastipur to Mozufferpore, 24-2-77 32</p> <p>Mozufferpore to Motiharee, 1-2-83 49½</p> <p>Motiharee to Bettiah, 20-12-83 27</p> <p>Durbhunga to Jhanjharpur, 1-2-83 24</p> <p>Dalsinghsarai to Semaria 1-5-83 22½</p> <p>Mozufferpur to Hajeepur, 26-10-84 33</p> <p>Total open mileage 225½</p>
XXIII	<p>NORTHERN BENGAL—</p> <p>METRE GAUGE.</p> <p><i>Main Line—</i></p> <p>Sára Ghát to Párbatipur Junction 111½</p> <p>Parbatipur Junction to Siliguri 84½</p> <p>—196</p> <p><i>Rungpore Branch—</i></p> <p>Párbatipur Junction to Rungpore 22½</p> <p>Rungpore to Kaunia on the right bank of the Teesta 10½</p> <p>—33½</p> <p><i>Dinagepore Branch—</i></p> <p>Párbatipur to Dinagepore 19½</p> <p>—248½</p> <p><i>Kaunia-Dharlla Branch—</i></p> <p>2' 6" GAUGE.</p> <p>Junction to Jatrapur 23½</p> <p>Kaunia to Mogalhát 13½</p> <p>—37</p>	285½	<p><i>Main Line—</i></p> <p>Sára to Atrai, 19-1-78 38½</p> <p>Atrai to Jalpáiguri, 28-8-77 134½</p> <p>Jalpáiguri to Siliguri— for day traffic for goods, 10-6-78 } 23 for general traffic, 1-11-78 }</p> <p><i>Rungpore Branch—</i></p> <p>Párbatipur Junction to Shámpur, 19-5-78 15½</p> <p>Shámpur to Rungpore, 2-7-78 7½</p> <p>Rungpore to Kaunia, 1-6-79 10½</p> <p><i>Dinagepore Branch—</i></p> <p>Párbatipur to Chirirbandar, 1 7-83 9</p> <p>Chirirbandar to Dinagepore, 16-5-84 10½</p> <p><i>Kaunia-Dharlla Branch—</i></p> <p>Junction to Dharlla, 18-7-81 18½</p> <p>Left bank of Teesta to Mogalhát, 6-2-82 13½</p> <p>Dharlla to Jatrapur, 1-7-84 4½</p> <p>Total open mileage 285½</p>

DIX E—continued.

Progress on 31st March 1886.

PROVINCIAL.

of the State.

Details of construction.	REMARKS.
<p>The road was formed by Government as for a first class metalled road, and one-half of the surface was made over to the Indian Branch Railway Company for a single track. The rails weigh 31lb to the yard, and have been laid on teak, sál, or pine sleepers. A small section of the line has been relaid with steel rails 41½lb per yard.</p>	<p>This line was constructed by the Indian Branch (now the Oudh and Rohilkhand) Railway Company. It was purchased by the State on the 31st March 1872 for a sum of £30,000.</p>
<p>The line is laid partly with iron rails of 40lb to the yard and partly with steel rails 41½lb to the yard, on transverse sleepers of sál, deodar and Denham-Olpherts' and Denham's iron sleepers.</p> <p>The country through which the line passes is easy.</p>	<p>The Tirhoot line was started in February 1874 for the relief of famine, and was opened for grain traffic in April of that year, from the Ganges bank opposite Barh to Durbhunga. It was closed during the rainy season and opened again in November, and was permanently opened for public traffic on the 1st November 1875. The construction of the line from Dalsinghsarai to Semaria was sanctioned on the 3rd February 1882, in consequence of the silting up of the River Ganges, and the formation of a bar opposite Barh. On the opening of this line the route <i>via</i> Bajitpur and the Barh Branch was closed.</p> <p>The survey for the permanent line was ordered on the 8th December 1874, and its construction on 6th January 1876. The 48 miles which still remain unopen from the Tirhoot Section of the Assam-Bihar State Railway, it is expected that the section from Jhanjharpur to Nirmali, 20 miles, will be opened for goods traffic early in April 1886, and that half of it will be opened for passenger traffic in May 1886.</p>
<p>Rails 40lb to the yard and sleepers of creosoted pine, sál, red gum and wrought and cast-iron have been used. The bridging and embankment are heavy on the lower section.</p> <p>The Kaunia-Dharlla Branch has been laid without ballast. The rails are of steel, weighing 25lb to the yard, laid on sál sleepers.</p>	<p><i>Dates of orders for survey.</i></p> <p>Trial survey on 20th January 1870. Final survey of main line on 7th November 1871. Rungpore Branch on 23rd March 1872. Extension to banks of the Teesta and on to Dhubri, 20th November 1875. Extension to Siliguri, 1875-76.</p> <p><i>Date of orders for construction.</i></p> <p>Main line, 12th February 1874. A steam ferry worked by the Northern Bengal Railway in connection with the trains plies on the Ganges between Golabnuggur and Sára Ghât. The Northern Bengal Railway will be connected with the Tirhoot system by means of the extension from Dinagepore to the Kosi River, across which some sort of communication will probably be established. The Railway to Darjeeling starts from Siliguri terminus, which is about 7 miles from the foot of the Darjeeling hills. The Kaunia-Dharlla Branch was constructed by the Bengal Government out of Provincial revenues. Steam ferries over the Teesta and Dharlla and between Jatrapur on the Brahmaputra and Dhubri, are worked, when the rivers admit, in connection with the trains.</p>

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No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXIV	Dacca— Bengal—concl'd. METRE GAUGE. Náráyanganj Ghat to Mymensing . . . 85½	85½	Náráyanganj Ghat to Dacca, 3-1-85 . 10½ Gáfaigáon to Mymensing, . 29-8-85 . 22½ Dacca to Joydebpúr— for goods traffic . . 29-8-85 } 19½ for passenger traffic . 12-12-85 } Joydebpúr to Gáfargáon— for goods traffic . . 29-8-85 } 32½ for passenger traffic . 18-2-86 } Total open mileage . 85½
XXV	ASSAM-BEHAR— Assam-Bihar Section— METRE GAUGE. Manihari to Kattiyar . . . 15½ Kattiyar to Nathpur . . . 71 Kattiyar to Dinagepoie . . . 69 — 155½	155½	
XXVI	N.-W. Provinces and Oudh. CAWNPORE-ACHNERA— METRE GAUGE. Cawnpore Station (684 miles from Howrah <i>via</i> the Chord line on the East Indian Railway) to Sarai Mirán . . . 49½ Sarai Mirán to Farukhabad . . 36½ Farukhabad to Háthras Road Junction . . . 101½ Háthras Road Station (857 miles from Howrah on the East Indian Railway) to the left bank of the Jumna opposite Muttra . . 29 Jumna Bridge and approaches . 1 Right bank of the Jumna at Muttra to Achnera, a station of the Rajputana State Railway, 16½ miles from Agra . . 21½ — 239½ Branches— Kásganj to Soron . . . 9½ Mandhana to Brahmávar (Bithur) 4½ — 14	253½	Háthras to Muttra, . . 19-10-75 . 29 Cawnpore to Sarai Mirán, . 15-12-80 49½ Sarai Mirán to Farukhabad, . 1-2-81 36½ Muttra to Achnera . . . 7-11-81 22½ Farukhabad to Kásganj, . . 14-4-84 67 Kásganj to Háthras, . . . 1-7-84 34½ Jumna Bridge, . . . 1-7-84 1 Kásganj to Soron, . . . 4-1-85 9½ Mandhana to Brahmávar (Bithur), . . . 10-11-85 4½ Total open mileage 253½

DIX E—continued.

Progress on 31st March 1886.

PROVINCIAL
of the State.

Details of construction.	REMARKS.
<p>The line is laid with permanent-way material of the ordinary metre-gauge type, the rails being of steel, 41½ lb to the yard, on sâl sleepers. The work on the northern half of the line is heavy, but gradients are easy.</p>	<p>The Dacca Railway is connected with the Eastern Bengal State Railway by a ferry worked by the latter between Goalundo and Nárâyanganj Ghat.</p> <p>The construction of the line was sanctioned on the 11th August 1882.</p> <p>The original project included a branch from Dacca to Aircha, opposite Goalundo, 43 miles long, which has since been abandoned.</p>
<p>The road is being laid with 41½ lb steel rails on sâl sleepers.</p>	<p>The section of the Assam-Bihar Railway from Manihari through Kattiyar junction to Dinagepore will connect the East Indian Railway station of Sáhebgunge with the Northern Bengal system at Dinagepore, by a ferry to be worked by the East Indian Railway across the Ganges between Manihari and Sáhebgunge. A branch line will run northwards from Kattiyar junction through Purneah to Náthpur, on the Kosi, opposite the terminus of the Tihoot State Railway system at Pertabganj.</p> <p>It is expected that about 40 miles from Manihari northwards through Kattiyar and Purneah to Kosba will be opened for goods traffic in May 1886.</p>
<p>The Háthras-Muttra line is laid for a single track, and for 22 miles borders on the metalled road. Rails 30 lb to the yard were originally laid on transverse sleepers of deodar. There are no works of any magnitude on this section. It has been re-laid with 41½ lb steel rails.</p> <p>The Cawnpore-Farukhabad Section is constructed for a single track, and is laid with steel rails 40 lb to the yard.</p> <p>The Muttra-Achnera Section has been laid with steel rails 41½ lb to the yard.</p> <p>The line from Farukhabad to Háthras Road has been laid with 41½ lb Bessemer steel rails.</p> <p>The bridge over the Jumna consists of 7 spans of 150 feet on stone piers.</p>	<p>The survey of the line from Muttra to Háthras was ordered on 2nd March 1874, and that from Muttra to Achnera on 5th March 1878.</p> <p>The construction of the former section was ordered in April 1874, of the latter in February 1880, and of the bridge over the Jumna in July 1882.</p> <p>The principal portion of the earthwork of the Muttra-Achnera Section was carried out as a famine-relief work in 1878, and was all but completed the same year.</p> <p>The orders for survey of the Cawnpore-Farukhabad Section issued on 27th November 1877, and for construction on 13th October 1878.</p> <p>The construction of the Extension from Farukhabad to Háthras Road was sanctioned on 13th July 1882.</p> <p>The section from Cawnpore to Sarai Mirán was opened in December 1880 for local traffic only, and the entire line for public traffic in February 1881, a temporary bridge over the Kali Nadi being provided. This temporary bridge was replaced by a permanent one in 1881.</p> <p>The construction of the Kásganj-Soron Branch was sanctioned on the 16th March 1883.</p> <p>The construction of the Mandhana-Bithur Branch was sanctioned on the 18th March 1884.</p>

APPEN
Railways Constructed and in
STATE
In the hands

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXVII	<p>N.-W. Provinces and Oudh.—<i>concl'd.</i></p> <p>LUCKNOW-SITAPUR-SIHRÁMAU—</p> <p>METRE GAUGE.</p> <p>Lucknow, on the Oudh and Rohilkhand Railway, to Sitapur, Kheri and Sihrámau 124 —</p>	124	
XXVIII	<p>Punjab.</p> <p>AMRITSAR-PATHÁNKOT—</p> <p>5' 6' GAUGE.</p> <p>Junction about 1½ miles east of Amritsar Station, on the Sind, Punjab and Delhi- Railway, <i>via</i> Bātala and Gurdáspur to Pathánekot 65 —</p>	65	<p>Amritsar to Dínanagar, 1-1-84 . . 51</p> <p>Dínanagar to Pathánekot, 8-6-84 . . 14</p> <p>Total open mileage . . 65</p>
XXIX	<p>Central Provinces.</p> <p>NAGPUR-CHHATTÍSGARH—</p> <p>METRE GAUGE.</p> <p>Nágpur to Dongargarh . . 127</p> <p>Dongargarh to Ráj-Nándgaon . . 19 — 146</p> <p><i>Tumsar Branch—</i></p> <p>Dowháli Junction (50 miles from Nágpur) to Tumsar 3 —</p>	149	<p>Nágpur to Tumsar— for goods traffic . . 6-4-80</p> <p>for passenger traffic— Nágpur to Kamptee (9 miles) . . 26-7-80</p> <p>Kamptee to Tumsar (44 miles) . . 8-11-80</p> <p>Dowháli Junction to Tírora . 21-2-81 13</p> <p>Tírora to Gondia . . 18-5-81 18</p> <p>Gondia to Amgaon . . 25-11-81 14</p> <p>Amagaon to Ráj-Nándgaon— for goods traffic . . 16-12-82</p> <p>for passenger traffic . . 7-2-83</p> <p>Total open mileage . . 149</p>

DIX E—continued.

Progress on 31st March 1886.

PROVINCIAL.
of the State.

Details of construction.	REMARKS.
<p>The country to be traversed is flat, and there are no engineering difficulties to be overcome. The line is to be laid for a single track with 41½-lb steel rails. The only bridge of any magnitude is that over the Goomti at Lucknow.</p>	<p>The sanction of the Secretary of State to commencement of the work was received on the 8th October 1884, and orders for construction issued on 13th November 1884. The formation as far as Kheri has been completed with the exception of the bridge girders; 100 miles will probably be open for traffic in December 1886.</p>
<p>The line diverges from the North-Western Railway at the 34th mile from Lahore and 1½ miles from Amritsar Station with a curve of 3,500 feet radius, and runs practically along a watershed the whole way to Pathankot, the only bridges of any importance being those which cross the Bari Doab Canal and its branches. The line presented no engineering difficulties. The rise on the whole length between Amritsar and Pathankot is 335 feet, the steepest gradient being 1 in 205, and the sharpest curve 2,300 feet radius. Steel rails 62lb to the yard have been used.</p>	<p>The survey of this line was undertaken by the Government of the Punjab in 1879, and the sanction of Her Majesty's Government to its construction was received on 6th December 1881. The line is worked by the North-Western Railway.</p>
<p>The line has been constructed with rails weighing 40lb per yard laid on creosoted pine, sal and teak wood sleepers.</p>	<p>The dates of orders for survey and construction are as follows—</p> <p style="text-align: center;"><i>Dates for survey.</i></p> <p>Nagpur to Dongargarh, 4th February 1871. Extension from Dongargarh, 11th September 1880.</p> <p style="text-align: center;"><i>Dates for construction.</i></p> <p>Nagpur to Dongargarh, 9th May 1878. Dongargarh to Raj-Nandgaon, 15th March 1881. The chief object of this line was to open out the rich grain-producing districts of Chhattisgarh. It is proposed to convert this line to the broad gauge on the construction of the Nagpur-Bengal Railway. A new bridge for broad-gauge traffic is being built over the Kanhan River near Kamptee in place of the present road bridge, and will consist of 6 spans of 170 feet in the clear, and 2 spans of 60 feet each, one at each end.</p>

APPEN
Railways Constructed and in
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No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXX	<p>British Burma.</p> <p>BURMA—</p> <p>METRE GAUGE.</p> <p>Rangoon to Prome 161</p> <p>Prome to Allanmyo 42</p> <p>Rangoon to Toungoo 166</p> <p>_____</p>	369	<p>Rangoon to Prome, 2nd May 1877 . 161</p> <p>Rangoon to Pegu, 26th February 1884 46½*</p> <p>Pegu to Pyuntaza, 10th July 1884 . 41½*</p> <p>Pyuntaza to Nyaunglebin, 1st August 1884 5 *</p> <p>Nyaunglebin to Toungoo, 1st July 1885 73</p> <p>_____</p> <p>Total open mileage . 327</p>
XXXI	<p>Assam.</p> <p>JORHAT—</p> <p>2' GAUGE.</p> <p>Mail Line—</p> <p>Gosáigáon to Titabar 18½</p> <p>Branch—</p> <p>Chenimara to Mariani 7½</p> <p>River Siding—</p> <p>Gosáigáon to Baraghop 5½</p>	31½	<p>Gosáigáon to Jorhát—</p> <p>for goods traffic . . . 15-12-84 } 7</p> <p>for passenger traffic . . 17-10-85 }</p> <p>Jorhát to Dhali River—</p> <p>for goods traffic . . . 15-12-84 9½</p> <p>Chenimara Junction to Mariani—</p> <p>for goods traffic . . . 7-1-85 7¼</p> <p>River siding—</p> <p>Gosáigáon to Baraghop—</p> <p>for goods traffic . . . 7-1-85 5½</p> <p>_____</p> <p>Total open mileage . . 29½</p>
XXXII	<p>CHERA POONJEE MOUNTAIN—</p> <p>2' 6" GAUGE.</p> <p>Section No. 1 (in the plains)—</p> <p>Company Ganj to Thariághát . . . 7½</p> <p>Section No. 2 (Mountain Inclines)—</p> <p>Thariághát to Mausmái 4½</p> <p>Section No. 3 (Plateau on top of Inclines)—</p> <p>Mausmái to Chera Poonjee 3½</p> <p>_____</p>	15½	
	TOTAL STATE PROVINCIAL	1,940½	1,553½

* Opened for goods traffic on 4th February 1884.

DIX E—continued.

Progress on 31st March 1886.

PROVINCIAL.
of the State.

Details of construction.	REMARKS.						
<p>The Irrawaddy line is laid for a single track with rails 40lb to the yard. The bridging is heavy owing to the severe floods from the Irrawaddy River. The other works are light, as the country traversed is flat and low.</p> <p>The Sittang line is also laid for a single track with steel rails 41½lb to the yard, laid on Pyangado sleepers. The country traversed is similar to the Irrawaddy line, except that it passes through about 50 miles of forest land against about 27 miles on the latter. The bridging is also much heavier, as on the Sittang line there is 15,730 lineal feet of waterway provided, against 8,165 lineal feet on the Irrawaddy Branch.</p>	<p>The dates of orders for survey and construction are as follows:—</p> <table> <tr> <th>Dates for survey.</th><th>Dates for construction.</th></tr> <tr> <td>Rangoon to Prome, 16th October 1869.</td><td>Rangoon to Prome, 25th September 1874.</td></tr> <tr> <td>Rangoon to Toungoo, 17th August 1874.</td><td>Rangoon to Toungoo, 23rd May 1881.</td></tr> </table> <p>The sanction of the Secretary of State to the extension from Prome to Allaunmyo as a Provincial undertaking has been obtained, but work has not been put in hand, as there is now some doubt as to the necessity for the extension. Orders received in February 1886 for survey of line, Toungoo to Ningyan, 62 miles in length.</p>	Dates for survey.	Dates for construction.	Rangoon to Prome, 16th October 1869.	Rangoon to Prome, 25th September 1874.	Rangoon to Toungoo, 17th August 1874.	Rangoon to Toungoo, 23rd May 1881.
Dates for survey.	Dates for construction.						
Rangoon to Prome, 16th October 1869.	Rangoon to Prome, 25th September 1874.						
Rangoon to Toungoo, 17th August 1874.	Rangoon to Toungoo, 23rd May 1881.						
<p>The main line branch and station sidings are laid with steel rails 18lb to the yard, Vignole pattern, spiked down to transverse wooden sleepers. The extension to Titábar and the branch are laid on the existing roads. The sharpest curve has a 300 feet radius, and the steepest gradient is 1 in 100.</p> <p>The river siding from Gosáigáon to Baraghop is laid with Fowler's portable permanent-way 14-lb steel rails on corrugated steel sleepers.</p>	<p>This line has been constructed by the Chief Commissioner of Assam, out of Provincial revenues, for the convenience of the numerous tea gardens in the neighbourhood of Jorhát. The extension to Titábar, with a branch along the Hatigarh Alli to Mariani, was sanctioned on 13th September 1883. Owing to the Dhali River not being bridged, trains do not run beyond the Dhali Station.</p>						
<p>Section No. 1 (in the plains) is cross-sleepered. The rails are steel, Vignole's pattern, 25lb to the yard. The sleepers are steel, with a central corrugation, its convexity being laid downwards. The foot of the rail, exteriorly, is held down by a clip, which is fastened to the sleeper by two bolts, and, interiorly, by a single flat hook with a horizontal shank, which passes under the rail and clip-plate just mentioned, and has its end attached by means of a screw and nut to the nearest end of the sleeper. The interior hook is used mainly, therefore, in keeping the line to gauge. The sleepers are 45 inches long, and 8 are laid to each rail of 21 feet. This section is worked by locomotives.</p> <p>There are seven mountain inclines, averaging ½ mile long each, laid with 18-lb steel rails on wooden sleepers. These inclines will be worked by steel wire ropes.</p> <p>The line at top of the inclines to Chera Poonjee, 3½ miles long, is laid with 18-lb steel rails on wooden sleepers.</p>	<p>The line in the plains is intended for general traffic, while the mountain inclines will be used for goods traffic only.</p> <p>An extension of about 8 miles from Company Ganj to Chhatack (on the Surma River and the terminus of the regular steamer service) has been surveyed, and the work is being plotted and estimated.</p>						

APPEN
Railways Constructed and in
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No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
XXXIII	<p>MADRAS— Miles.</p> <p>5' 6" GAUGE.</p> <p><i>South-West Line—</i></p> <p>Madras to Veyasarpady Junction 2½</p> <p>Veyasarpady Junction to Arkónam Junction 40½</p> <p>Arkóman Junction to Beypore 363½</p> <p>Beypore to Calicut 9</p> <p style="text-align: right;">— 415½</p> <p><i>Raypuram Branch</i> 2</p> <p><i>Bangalore Branch—</i></p> <p>Jalárpét Junction (132 miles from Madras) to Bangalore Cantonment 84½</p> <p>Bangalore Cantonment to Bangalore City 2½</p> <p style="text-align: right;">— 87</p> <p><i>Nilgiri Branch—</i></p> <p>Pódanúr Junction (301½ miles from Madras) to Mettupálaiyam, at the foot of the hills 25½</p> <p><i>North-West Line—</i></p> <p>Arkónam Junction (42½ miles from Madras) to Guntakal Junction 231</p> <p>Guntakal Junction to Raíchúr (point of junction with the Great Indian Peninsula Railway) 77</p> <p style="text-align: right;">— 308</p> <p><i>Bellary Branch—</i></p> <p>Guntakal Junction to Bellary 32</p>	<p>Miles.</p> <p>869½</p>	<p>SINGLE.—S. W. LINE— Miles.</p> <p>MADRAS TO BEYPORE.</p> <p>Madras to Veyasarpady, . . . 7-4-73 2½</p> <p>Veyasarpady to Arcot, . . . 1-7-56 62½</p> <p>Arcot to Vellore, . . . 7-5-57 15½</p> <p>Vellore to Gudiyátam, . . . 19-5-58 15½</p> <p>Gudiyátam to Ambúr, . . . 16-1-60 17</p> <p>Ambúr to Vániyambádi, . . . 1-2-61 10</p> <p>Vániyambádi to Tirupatúr, . . . 23-5-60 14</p> <p>Tirupatúr to Salem, . . . 1-2-61 70</p> <p>Salem to Sankaridrug, . . . 1-12-61 23½</p> <p>Sankaridrug to Pódanur, . . . 12-5-62 71½</p> <p>Pódanur to Páttambi, . . . 14-4-62 65</p> <p>Páttambi to Kuttipuram, . . . 23-9-61 11½</p> <p>Kuttipuram to Tirur, . . . 1-5-61 9½</p> <p>Tirur to Beypore, . . . 12-3-61 18½</p> <p style="text-align: right;">Total 406½</p> <p>BRANCHES—</p> <p><i>Rayapuram Branch,</i> . . . 1-7-56 2</p> <p style="text-align: right;">Total 2</p> <p><i>Bangalore Branch—</i></p> <p>Jalárpét Junction to Bangalore Cantonment, . . . 1-8-64 84½</p> <p>Bangalore Cantonment to City, . . . 1-7-82 2½</p> <p style="text-align: right;">Total 87</p> <p><i>Nilgiri Branch—</i></p> <p>Pódanúr Junction to Coimbatore, . . . 1-2-73 3½</p> <p>Coimbatore to Mettupálaiyam . . . 31-8-73 32</p> <p style="text-align: right;">Total 25½</p> <p>SINGLE.—N.-W. LINE—</p> <p>ARKÓNAM TO RAÍCHÚR.</p> <p>Arkóman to Nagari . . . 4-3-61 17½</p> <p>Nagari to Puttúrari, . . . 8-12-61 9½</p> <p>Puttúr to Tirupati, . . . 15-9-62 14½</p> <p>Tirupati to Reddepalle . . . 1-10-64 38</p> <p>Reddipalle to Cuddapah, . . . 1-9-65 39½</p> <p>Cuddapah to Muddanúr, . . . 1-8-66 34½</p> <p>Muddanúr to Tadpatri, . . . 1-9-68 31½</p> <p>Tadpatri to Gooty, . . . 1-8-69 30</p> <p>Gooty to the Tungabhadra River . . . 12-12-70 76</p> <p>Tungabhadra to Raíchúr, . . . 15-3-71 17</p> <p style="text-align: right;">Total 308</p> <p><i>Bellary Branch—</i></p> <p>Guntakal to Vírapur, . . . 16-1-71 18</p> <p>Vírapur to Bellary, . . . 1-3-71 14</p> <p style="text-align: right;">Total 32</p> <p>DOUBLE.—S.-W. LINE—</p> <p>MADRAS TO ARKÓNAM.</p> <p>Madras to Veyasarpady Junction, . . . 7-4-73 2½</p> <p>Veyasarpady Junction to Perambúr, . . . 7-2-74 11</p> <p>Perambúr to Ávadi, . . . 1-5-77 9½</p> <p>Ávadi to Tiruvallúr, . . . 20-7-77 13</p> <p>Tiruvallúr to Arkónam, . . . 28-8-77 16½</p> <p style="text-align: right;">Total 49½</p> <p style="text-align: right;">Total open mileage 860½</p>

DIX E—continued.

Progress on 31st March 1886.

COMPANIES.

Details of construction.	REMARKS.
<p>The embankments, except on the double line, are for a single track; but the foundations and superstructure of bridges and viaducts are for a double way, except on the Nilgiri and Bellary Branches. The rails, which vary in weight from 65 to 84lb per yard, are laid on iron pot sleepers, except for a few miles near Beypore.</p> <p>The section between Madras and Arkónam, 42½ miles, is double.</p> <p>The South-West line was originally laid with sleepers of indigenous woods. As these were found expensive to maintain, the whole line has been re-laid with iron sleepers, with the exception of 6 miles on the Ghats and 2½ miles on the western coast, where creosoted pine sleepers were tried; but these are being replaced by iron pots.</p> <p>The Bangalore Branch is almost entirely laid with iron sleepers, and so also is the North-West line. The extension of this branch to the city (the terminus of the Mysore State Railway) has been laid with 75-lb rails on pot sleepers of the type in use on the Madras Railway.</p>	<p>Work was commenced on the South-West line on 9th June 1853. The main line originally commenced at Ráyapuram, but on the opening of the length between Veyasarpady Junction and the Central Station, this became a portion of the main line, and the old line from the junction to Ráyapuram became a branch.</p> <p>The extension of the South-West line from Beypore to Calicut, which was sanctioned in August 1884, is being constructed as an integral part of the Madras Railway Company's system. The new line will cost about 13 lakhs of rupees, of which 1½ lakhs will be payable by the Local Authorities in consideration of the large bridges being made available for ordinary traffic. It takes off at 2¼ miles short of Beypore, which length, together with Beypore Station, will be abandoned. The length of new line being 9 miles, the extension will add nearly 7 miles to the mileage of the Madras Railway. This will probably be opened during the year 1887.</p> <p>The line from Bangalore Cantonment to Bangalore City, 2½ miles, was constructed as a part of the Mysore State Railway, but was subsequently made over to the Madras Railway Company.</p> <p>A project for a branch from the station at Pálghat (332 miles from Madras on the South-West line) to the town is under consideration.</p> <p>Arrangements have been concluded for the purchase at a cost of Rs. 30,00,000 by, and transfer on the 1st July 1886 to, the Southern Mahratta Railway, of the Bellary Branch (from Guntakal Junction to Bellary, 32 miles), in order to connect the Southern Mahratta Railway metre gauge system with the Bellary-Kistna State Railway. The road will have a mixed gauge, the existing broad gauge line being retained to meet emergencies and laid with a third rail to adapt it for the metre-gauge stock.</p>

APPEN
Railways Constructed and in
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No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXIV	SOUTH INDIAN— METRE GAUGE. <i>Main Line—</i> Madras (Egmore) to Tuticorin . . . 443½ <i>Branches—</i> Madras (Egmore) to Beach . . . 2½ Chingleput (34½ miles from Madras) to Arkónam (42½ miles from Madras), on the Madras Railway . . . 39 Villupuram (98½ miles from Mad- ras) to the Gingee River, to con- nect with Pondicherry Railway . 16½ Tanjore (217½ miles from Madras) Negapatam 48 Trichinopoly (248½ miles from Mad- ras) to Erode Junction (243 miles from Madras on the Madras Rail- way, South-West line) . . . 87½ Maniyáchi (425 miles from Madras) to Tinnevelly 18½ 211½ 654½	SINGLE.—MAIN LINE— MADRAS TO TUTICORIN. Madras (Egmore) to Tindiva- nam, 1-9-76 75½ Tindivanam to Cuddalore, . . 1-1-77 52 Cuddalore to Porto Novo, . . 1-7-77 17 Porto Novo to Chidambaram, 1-10-78 6½ Chidambaram to Coleroon, . . 1-7-79 4½ Coleroon to Shiyáli, 1-1-78 6 Shiyáli to Májavaram, 1-7-77 12½ Májavaram to Tanjore . . . 15-2-77 43½ Tanjore to Trichinopoly Junction, 11-3-62 31 Trichinopoly to Madura . . . 1-9-75 96 Madura to Tuticorin, 1-1-76 98½ Total 443½ SINGLE.—BRANCH LINES— <i>Chingleput-Arkónam Branch—</i> Chingleput to Wálajábád, . . 1-8-80 13½ Wálajábád to Conjeeveram (new town), 1-1-81 8 Conjeeveram (new town) to Arkónam, 8-5-65 17½ Total 39 <i>Branch—</i> Villupuram-Gingee River, . 16-12-79 16½ Total 16½ <i>Tanjore-Negapatam Branch—</i> Tanjore to Tiruvallúr, . . . 2-12-61 33½ Tiruvallúr to Negapatam, . 15-7-61 14½ Total 48 <i>Trichinopoly-Erode Branch—</i> Trichinopoly Junction to Fort, 11-3-62 2½ Trichinopoly Fort to Karúr, 3-12-66 44½ Karúr to Kodumudi, 1-7-67 16½ Kodumudi to Erode, 1-1-68 23½ Total 87½ <i>Branch—</i> Maniyáchi-Tinnevelly, . . . 1-1-76 18½ Total 18½ <i>Branch—</i> Madras (Egmore) to Beach, 1-1-79 2½ Total 2½ Total open mileage . . . 654½	

DIX E—continued.

Progress on 31st March 1886.

COMPANIES.

Details of construction.	REMARKS.
<p>Earthwork and bridges are for a single way only, except from Negapatam to Trichinopoly, where the foundations and superstructure of bridges have been built for a double way. On the old line, between Negapatam and Erode, the rails, weighing 68lb to the yard are laid partly on iron pots and partly on wooden sleepers. On the Arkónam-Conjeeveram line the rails weigh 35·5lb to the yard, and on all other portions of the system 40·3lb and are laid on teak sleepers. The remainder of the system, which was laid with 40-lb rails on creosoted pine sleepers, is being gradually renewed with 50-lb bull-headed rails on cast-iron pot sleepers. Fifteen miles have also been laid with steel trough sleepers as an experiment.</p> <p>The old line from Negapatam to Erode, 167 miles, which was constructed on the 5' 6" gauge, was converted to metre gauge in sections and on dates as under:—</p> <p style="padding-left: 40px;">Negapatam to Trichinopoly, June and July 1875; Trichinopoly to Karúr, July 1879; Karúr to Erode, December 1879.</p>	<p>The line from Negapatam to Erode was commenced in May 1859 by the late Great Southern of India Railway Company, and was completed on the 5' 6" gauge.</p> <p>The line from Arkónam to Little Conjeeveram was commenced on the 11th March 1864 by the Indian Tramway Company under the subsidy system, and was completed on the 3' 6" gauge.</p> <p>A 3 per cent. guarantee, accorded on the 1st January 1868, was subsequently included in the contract entered into with the late Carnatic Railway Company for the extension to Cuddalore. The line was converted to the metre gauge in July 1878.</p> <p>On 1st July 1874, the above two undertakings were amalgamated under the title of the South Indian Railway Company, and the whole system is now on the metre gauge.</p> <p>The estimates for the extensions from Trichinopoly to Tinnevely and Tuticorin were sanctioned on the 2nd March 1872, and those for the sections from Madras to Cuddalore and Cuddalore to Tanjore, on the 25th February 1873 and the 12th June 1874, respectively. Since the opening of the line throughout between Madras and Tuticorin this has become the main line, with branches to Arkónam, Pondicherry, Negapatam, Erode and Tinnevely.</p> <p>The estimate for the Villupuram-Gingee River Section was sanctioned in May 1879.</p> <p>The estimate for connecting link between Chingleput and Conjeeveram, the earthwork of which was completed by famine labor, was sanctioned in November 1879.</p> <p>The Company also works under agreement the portion (7½ miles) of the Pondicherry Branch lying within French territory, and known as the Pondicherry Railway.</p> <p>On the 14th September 1885, the Vikrávandi diversion at mile 92 (where the line had been seriously damaged by the floods of 1884) was badly breached, interrupting through traffic, which was resumed on the 19th of the same month.</p> <p>The line again suffered in December 1885, being breached by floods on the 17th of that month near Podalum, Panruti and Alapákam Stations and at the Vikrávandi diversions, interrupting through traffic till the 20th.</p>

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Railways Constructed and in
GUARANTEED

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
XXXV	<div><div>GREAT INDIAN PENINSULA—</div><div>5' 6" GAUGE.</div><div>North-East Line—</div><div>Bombay to Kalyán Junction . 33½</div><div>Kalyán Junction to Bhusáwal Junction 242½</div><div>Bhusáwal Junction to Jubbulpore (point of junction with East Indian Railway) 339½</div><div>— 615</div><div>Nágpur Branch—</div><div>Bhusáwal Junction to Nágpur . 244¾</div><div>Mohpáni Branch—</div><div>Gádarváda Junction (80 miles from Jubbulpore) to Mohpáni Coal-fields 12½</div><div>South-East Line, including Khopoli Branch—</div><div>Kalyán Junction to Ráichúr (point of junction with the Madras Railway) 408¾</div><div>Palasdhari (63¾ miles from Bombay) to Khopoli . . . 7½</div><div>— 416</div></div>	<div><div>Miles.</div><div>Miles.</div><div>1,288</div><div>Carried over</div><div>1,288</div></div>	<div><div>SINGLE—NORTH-EAST LINE—</div><div>BOMBAY TO JUBBULPORE.</div><div>Bombay to Thána . . 18-4-53 20½</div><div>Thána to Kalyán . . 1-5-54 12¾</div><div>Kalyán to Vásiind . . 1-10-55 16½</div><div>Vásiind to Sháhápur, . . 6-2-60 3¾</div><div>Sháhápur to Kására, . . 1-1-61 22</div><div>Rotunda Nullah to Igatpuri (Thul Ghât), . . 1-1-65 9½</div><div>Igatpuri to Násik, . . 28 1-61 31½</div><div>Násik to Chálisgaon, . . 1-10-61 87½</div><div>Chálisgaon to Jalgaon, . . 6-10-62 57½</div><div>Jalgaon to Bhusáwal Station, 20-5-63 15</div><div>Bhusáwal Station to Burhánpur 20-11-65 34½</div><div>Burhánpur to Khandwa, . . 3-9-66 42¾</div><div>Khandwa to Bir, . . 17-2-68 21</div><div>Bir to Itársi, . . 1-1-70 89½</div><div>Itársi to Sohágpur, . . 1-2-70 30¾</div><div>Sohágpur to Jubbulpore, . . 8-3-70 121½</div><div>Total . 615</div><div>NAGPUR BRANCH.</div><div>Bhusáwal Junction to Malkápur, 20-5-63 31¾</div><div>Malkápur to Shegaon, . . 24-10-64 32½</div><div>Shegaon to Badnera, . . 18-12-65 72½</div><div>Badnera to Pulgaon, . . 16-7-66 40½</div><div>Pulgaon to Sindi, . . 5-11-66 38½</div><div>Sindi to Nágpur, . . 20-2-67 29½</div><div>Total . 244¾</div><div>MOHPÁNI BRANCH.</div><div>Gádarváda to Mohpáni, . . 3-9-72 12½</div><div>Total . 12½</div><div>SINGLE—SOUTH-EAST LINE—</div><div>KÁLYÁN TO RÁICHÚR.</div><div>Kalyán to Palasdhari (Karjat), 12-5-56 30½</div><div>Palasdhari to Khandála (Bhore Ghât), 14-5-63 13½</div><div>Khandála to Lonávla (Bhore Ghât), 14-6-58 2½</div><div>Lonávla to Poona, 14-6-58 39½</div><div>Poona to Diksál, 15-12-58 64½</div><div>Diksál to Bársi Road . . 23-10-59 50¾</div><div>Bársi Road to Mohol, . . 20-1-60 28½</div><div>Mohol to Sholápur, 6-6-60 20¾</div><div>Sholápur to Gulbarga, . . 1-2-70 70</div><div>Gulbarga to the Krishna, . . 1-12-70 73½</div><div>Krishna to Ráichúr, 1-5-71 15½</div><div>Total . 408¾</div><div>KHOPOLI BRANCH.</div><div>Palasdhari to Khopoli . . 12-5-56 7½</div><div>— 7½</div><div>Carried over . 1,288</div></div>

DIX E—continued

Progress on 31st March 1886.

COMPANIES.

Details of construction.	REMARKS.
<p>The North-East line to Bhusáwal, 275 miles 49 chains; 61 chains on the Tapti Bridge; 60 chains near Bágra; 46 miles 29 chains from Kalyán Junction to Lonávla; and 44 chains near Lonávla—in all 324 miles 3 chains—are double. On the rest of the line generally the earth-work is for a single line, and the bridges and viaducts for a double line of rails. The rails originally laid were iron, and weighed 68lb. and 84lb. per yard. They are now being replaced by 69-lb., 82-lb. and 86-lbs. steel rails as they wear out. The rails were originally laid chiefly on wooden sleepers, but they are now being partly replaced by iron bowls. A portion of the South-East Line is laid with iron bowls.</p>	<p>The line from Bombay to Thána was commenced on the 31st October 1850, and that from Bhusáwal Junction to Malkápur towards the close of 1859.</p> <p>From Sholapur to Gulbarga the contractors commenced work on 3rd August 1865, and from Gulbarga to Ráichúr, 88$\frac{3}{4}$ miles, the contract was let in December 1865. The Krishna Bridge on the Gulbarga and Ráichúr Section was opened on 9th October 1873.</p> <p>The Mohpáni Branch, which up to the close of 1880 had been worked for the carriage of coal only, was opened for passenger and goods traffic on 1st January 1881.</p> <p>The Khopoli Branch is worked during fair weather only. This Company also works, under agreement, the Dhond-Manmád Railway, the Berar Branches, and the Bhopal. Itársi Railway.</p> <p>The consent of Her Majesty's Secretary of State for India was given on 27th November 1884 to the general estimate for doubling the line from Bhusáwal to Khandwa and from Bhusáwal to Shegaon. The work has made satisfactory progress during the year.</p>

APPEN
Railways Constructed and in
GUARANTEED

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXV	GREAT INDIAN PENINSULA—(concl'd). 5' 6" GAUGE. Brought forward	1,288	Brought forward 1,288 DOUBLE—NORTH-EAST LINE— BOMBAY TO BHUSÁWAL. Bombay to Thána, . . . 18-4-53 20½ Thána to Kalyán, . . . 1-5-54 12¼ Kalyán to Váhind, . . . 22-10-66 16¼ Váhind to Átgaon, . . . 20-2-67 9¼ Átgaon to Kására, . . . 25-4-67 16 Rotunda Nullah to Igatpuri, . . . 1-1-65 9½ Igatpuri to Nasik, . . . 10-1-69 31½ Násik to Chálisgaon, . . . 10-1-69 87¼ Chalisgaon to Kajgaon, . . . 10-1-69 12 Kajgaon to Páchora, . . . 17-3-69 16 Páchora to Maheji, . . . 27-5-69 9¼ Maheji to Mhasáwad, . . . 6-3-73 } 35 Mhasavad to Bhusawal, . . . 6-6-73 } Between Bhusáwal and Bur- hánpur, . . . ¾ Between Itársi and Sohágpur . . . ¾ 277½ DOUBLE—SOUTH-EAST LINE— KALYÁN TO LONÁVLA. Kalyán to Palasdhari, . . . 25-7-70 30½ Kasdahari to } Khandála . . . { 14-5-63 13¼ Khandála to } Bhore Ghat { 14-6-58 2½ Lonávla . . . } Between Lonávla and Poona, . . . ½ 46¾ Total double line . . . 324 Total open mileage . . . 1,288
XXVI	BOMBAY, BARODA AND CENTRAL INDIA— 5' 6" GAUGE. Main Line— Bombay (Colába) Terminus to Ahmeda- bad 309½ Extension to Viramgam Junction and Wadhwán 80 389½ Godhra Branch— Anand Junction, 269¾ miles from Bombay, to Godhra 49½ 438½	438½	SINGLE—MAIN LINE— BOMBAY TO WADHWÁN. Colába to Marine lines, . . . 18-1-70 2 Marine lines to Charní Road, . . . 19-6-69 ¾ Charni Road to Bellasis Road, . . . 13-9-68 ¾ Bellasis Road to Bulsár, . . . 28-11-64 121 Bulsár to Navsári, . . . 2-9-61 24¼ Navsári to Sachin, . . . 20-5-61 9¼ Sachin to Surat, . . . 18-3-61 9 Surat to Amroli, . . . 19-11-60 2¼ Amroli to Anklesvar, . . . 10-2-60 28¾ Anklesvar to the Nerbudda, . . . 5-12-60 } 5½ Nerbudda to Broach, . . . 22-6-61 } Broach to Baroda, . . . 9-1-61 43¾ Baroda to Dholia, . . . 22-4-61 11¼ Dholia to Mehmadaabad, . . . 3-9-62 38¼ Mehmadaabad to Ahmedabad, . . . 21-1-63 17¾ Ahmedabad to Sábarmati, . . . 1-1-70 3¼ Sabarmati to Sánand, . . . 24-5-71 13¾ Sanand to Viramgam, . . . 30-11-71 22¾ Viramgam to Wadhwán, . . . 25-5-72 39½ 389½ SINGLE—GODHRA BRANCH— ANAND TO GODHRA. Anand to Dákor, . . . 8-4-74 16¾ Dákor to Rukhyal, . . . 6-1-75 1¼ Rukhyal to Hungari, . . . 6-12-76 9 Hungari to Páli, . . . 29-1-77 4½ Páli to Godhra, . . . 26-2-82 17 49½ Carried over 438½
	Carried over	438	Carried over 438½

DIX E—continued.

Progress on 31st March 1886.

COMPANIES.

Details of construction.	REMARKS.
<p>The line is double from Colába to Virár, $38\frac{1}{2}$ miles, and from Kánkra Khadi to Amroli, $5\frac{1}{4}$ miles; in all $43\frac{3}{4}$ miles. On the rest of the line, except in the Nerbudda and Bassein Valleys, the earthwork is for a single line, and the bridge piers and abutments for a double line; superstructure for a double line has only been provided in the Bassein, Tapti, and Mahi viaducts.</p> <p>The Nerbudda viaduct had also a complete double line of superstructure before the disaster of 1876; but on the reconstruction of the destroyed portion, only a single line was provided on that part. Part of the double line on the standing portion was removed. The whole structure has, however, been superseded by an entirely new bridge which was opened on 16th May 1881. This bridge is constructed with piers for a double road, but only one set of girders have been erected.</p> <p>The line is laid with double-headed rails, weighing 68 and 69lb to the yard.</p> <p>The rails are laid generally on a wooden road, but in suitable places iron bowls have been used in renewing the wooden sleepers.</p> <p>The Wadhwan Branch is laid with rails 60lb to the yard on iron bowl sleepers.</p> <p>The formation and earthwork of the Godhra Branch are for a single line, and rails weighing 60lb to the yard are laid on iron pot sleepers. The line is located on the trunk road.</p>	<p>The section from Colába to Marine lines was commenced in May 1865.</p> <p>The estimates of the extension to Wadhwan were sanctioned on the 24th October 1870.</p> <p>The Pátri State Railway and the Gaekwar of Baroda's Railway are worked by this Company.</p> <p>The doubling of line between Kánkra Khádi and Sachin and between Bárejadi and Ahmádabad was sanctioned on the 15th October 1884, and is now in progress.</p> <p>Flood waters washed away part of the earth embankment on the Company's line between Virár and Saphala, between bridges Nos. 89 and 90, at mileage $42\frac{3}{4}$, and through traffic was consequently stopped on the 17th, 18th, and 19th July 1885.</p> <p>The Rajputana-Malwa State Railway has been leased to this Company from 1st January 1885 to 30th June 1900.</p>

APPEN
Railways Constructed and in
GUARANTEED

No	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage	Date of opening for public traffic.
XXXVI	<div>Miles.</div> <div>BOMBAY, BARODA AND CENTRAL INDIA—(conclud.)</div> <div>Brought forward .</div>	<div>Miles</div> <div>438½</div> <div>438½</div>	<div>Miles</div> <div>Brought forward . 438½</div> <div>DOUBLE—MAIN LINE—</div> <div>Colába to Marine lines, . 18-1-70 2</div> <div>Marine lines to Chaini Road . 19-6-69 ¾</div> <div>Chaini Road to Bellasis Road, . 13-9-68 1</div> <div>Bellasis Road to Máhim, . 20-7-65 } 11½</div> <div>Máhim to Bándia, . 23-2-66 }</div> <div>Bándia to Santa Cruz, . 23-5-66 }</div> <div>Santa Cruz to Andheri, . 29-8-67 }</div> <div>Andheri to Bhayndar, . 27-4-85 13½</div> <div>Bhayndar to Vnar, (a) . 1-10-85 10½</div> <div>Kánkia Khádi to Surat, . 5-6-68 2¾</div> <div>Surat to Amoli, . 9-10-67 2½</div> <div>Total double line 43¾</div> <div>Total open mileage 438½</div>
XXXVII	<div>5' 6" GAUGE.</div> <div>Main Line—</div> <div>Junction with the East Indian Railway, Benares Branch, about 2 miles east of the Ganges River through Benares, Akbarpur, Fyzabad, Bara Banki (late Nawabganj) Junction, Lucknow Junction, Shahjahanpur, Bareilly and Chandausi Junction to Saharanpur . 541</div> <div>Branches—</div> <div>Bara Banki (late Nawabganj) Junction (187½ miles from Benares Junction, on Main line) to Bahramghat (Bahramghat Branch) . 21½</div> <div>Lucknow Junction (205 miles from Benares Junction, on Main Line) to the East Indian Railway at Cawnpore Junction (Cawnpore Branch) . 45½</div> <div>Chandausi Junction (395½ miles from Benares Junction, on Main Line) to the East Indian Railway at Aligarh Junction (Aligarh Branch) . 60½</div> <div>Lhaksar Junction to Haidwar (Haidwar Branch) . 17</div> <div>Moradabad to Ramnagar (Ramnagar Branch) . 47</div> <div>Ajodhya Branch Junction to the right bank of the Gogra at Ajodhya . 3½</div>	<div>735½</div>	<div>SINGLE—MAIN LINE—</div> <div>BENARLS TO SAHARANPUR</div> <div>Lucknow to Sandila, . 1-2-72 30</div> <div>Bara Banki to Lucknow, . 1-4-72 17</div> <div>Sandila to Haidor, . 15-7-72 33</div> <div>Chandausi to Moradabad, . 28-10-72 27½</div> <div>Fyzabad to Bara Banki, . 25-11-72 62</div> <div>Akbarpur to Fyzabad, . 10-6-73 36</div> <div>Haidor to Shahjahanpur, . 1-3-73 39</div> <div>Aonla to Chandausi, . 10-6-73 27</div> <div>Shahjahanpur to Faizpur, . 8-9-73 32</div> <div>Faizpur to Bareilly, . 1-11-73 12</div> <div>Ukka to Aonla, . 1-11-73 11</div> <div>Bareilly to Ukka, . 22-12-73 6</div> <div>Benares Cant to Shahganj, . 5-1-74 56</div> <div>Malpur to Akbarpur, . 2-3-71 12</div> <div>Bilwai to Malpur, . 17-4-74 9</div> <div>Shahganj to Bilwai, . 1-5-74 7</div> <div>Benares-Ganges Station to near Benares Cant. (Rajghat Extension), . 1-11-78 (b)1½</div> <div>Benares Cant to near Rajghat, i.e., Benares (Ganges River) Station, . 13-6-83 (c)1½</div> <div>Moradabad to Nagina, . 8-10-84 47</div> <div>Nagina to Najibabad, . 1-4-85 13½</div> <div>Najibabad to Saharanpur, . 1-1-86 58½</div> <div>Total 538½</div> <div>SINGLE—BRANCH LINE—</div> <div>Lucknow to Cawnpore, . 23-4-67 42</div> <div>Aligarh to Rajghat, . 1-2-72 30</div> <div>Rajghat to Chandausi, . 28-10-72 30½</div> <div>Bahramghat Branch, . 20-11-72 21½</div> <div>Left bank Ganges to Junction with East Indian Railway at Cawnpore, . 15-7-75 34</div> <div>Lhaksar Junction to left bank Ganges Canal near Jawalapur, . 1-1-86 13½</div> <div>Total 140½</div> <div>Total open mileage 679½</div>

DIX E—continued.

Progress on 31st March 1886.

COMPANIES.

Details of construction.	REMARKS.
<p>Land is taken for a double line, but the formation is for a single way, between Lucknow and Bara Banki (late Nawabganj) the masonry of bridges is constructed for a double line.</p> <p>The permanent-way adopted for the system, except as noted below, is a 60-lb flat-footed rail on cast-iron oval bowl sleepers for 435½ miles, on wrought-iron saddle sleepers for 75½ miles, and on Bessemer steel saddle sleepers for 34 miles. On 1½ miles of the temporary Rájghat Extension, old 36-lb rails on corrugated iron pressure plates are used. The rails originally used on the Cawnpore Branch weighed 36-lb per yard, and were laid on corrugated iron, bearing on pressure plates, but this length has been relaid with 60-lb flat-footed rails on cast-iron oval bowl sleepers. All renewals of the 60-lb iron rails are now made with steel rails.</p> <p>On the "Northern Extension" Moradabad to Saháranpur and the Hardwar Branch 75-lb steel rails are laid on Maclellan and Smith's patent Bessemer steel sleepers.</p>	<p>The branch from Lucknow to Cawnpore, 45½ miles, was commenced in January 1864. Like the Nalhátí and Azím-ganj line, this branch was begun under subsidy by the Indian Branch Railway Company, but a guarantee was subsequently granted.</p> <p>The Company have been relieved from their obligation to make the line from Buxar to Akbarpore, 113½ miles. In lieu thereof they have undertaken the construction of an extension of their present line from the Benares Cantonment Station (temporary terminus) to a point of junction with the East Indian Railway, Benares Branch, about 2 miles east of that Company's existing terminal station on the right bank of the river.</p> <p>A tramway constructed by, and at the expense of, Messrs. Cawley & Co. connects the Rosa Sugar Factory with the Oudh and Rohilkhand Railway near Sháhjahanpur. This tramway is 3¼ miles long, and is worked by manual power, and used for goods traffic only.</p> <p>One and a half miles of the line from Benares (Ganges River) to the Cantonment Station, known as the Rájghat Extension, is temporary only, and will be superseded by the line from the junction with the East Indian Railway on its Benares Branch to the Benares Cantonment Station, which is now under construction. The length of line sanctioned is thus 2½ + 3 = 5½ miles—1½ miles already opened.</p> <p>At the Benares-Ganges Bridge the girders of the large spans, Nos 1, 6 and 7, were all erected in position and virtually completed. Span No. 5 was about being completed.</p> <p>The Ramnagar Branch (Moradabad-Ramnagar), 47 miles, has not yet been commenced. The construction of the Moradabad-Saháranpur Extension (119 miles) was sanctioned on the 29th August 1881, and the Oudh and Rohilkhand Railway Company commenced the work for Government, pending negotiations as to its incorporation in the general system of that Company. The inclusion of the Roorkee-Hardwar line (19 miles), in the extension was sanctioned on the 17th February 1883, but this route was subsequently abandoned in favour of that from Lhaksai to Hardwar (17 miles), sanction to which was given on 15th May 1883.</p> <p>Sanction to the construction of the extension line and Hardwar Branch as an integral part of the Company's undertaking was given on the 10th September 1883.</p> <p>Sanction to the construction of the Ajodhya Branch (3¼ miles) was given on the 16th December 1884.</p> <p>Heavy floods damaged about 5 miles of the line on the Aligarh Branch between Rájghat and Atranli Road Stations, causing the suspension of through traffic from the 16th July to the 6th August 1885.</p>

APPEN
Railways Constructed and in
 ASSISTED

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXXVIII	DARJEELING-HIMALAYAN— 2' GAUGE. Siliguri, on the Norther Bengal State Railway (298 $\frac{3}{4}$ miles from Calcutta), to Kurseong and Darjeeling 51	51	Siliguri to Kurseong, 23-8-80 . 32 Kurseong to Sonáda, 1-2-81 . 10 Sonáda to Jore-Bungalow, 5-4-81 . 6 Jore-Bungalow to Darjeeling, 4-7-81 . 3 Total open mileage . 51
XXXIX	BENGAL CENTRAL— 5' 6" GAUGE. Dum-Dum Junction <i>via</i> Baraset and Bongong to Khoolna 104 $\frac{1}{2}$ Ránaghat to Bongong 20 $\frac{3}{4}$ —————	125 $\frac{1}{4}$	Ránaghat to Bongong . 16-10-82 . 20 $\frac{3}{4}$ Dum-Dum Junction to Dattapukur, 2-4-83 . 14 Dattapukur to Gobardánga, 7-12-83 . 16 $\frac{1}{2}$ Bongong to Khoolna, . . 16-2-84 . 61 $\frac{3}{4}$ Gobardánga to Bongong, 22-4-84 . 12 Total open mileage . 125 $\frac{1}{4}$
XL	DEOGHUR— METRE GAUGE. Baidyanáth Station on the Chord Line, East Indian Railway, 201 miles from Howrah to Deoghur 4 —————	4	Baidyanáth to Deoghur, . 23-12-82 . 4 Total open mileage . 4

DIX E—continued.

Progress on 31st March 1886.

COMPANIES.

Details of construction	REMARKS.
<p>The line is throughout single. The road has almost continuous curves and windings as it passes across the mountains, a radius of 70 feet being the sharpest curve, and 1 in 28 the steepest gradient.</p> <p>The line is laid with iron rails 30lb to the yard on the level portion, and steel rails 40lb to the yard on the hill road portion. Seven sleepers have been laid under the 40-lb rails on the straight, and 9 sleepers where curves exist; for the lighter rails 9 sleepers per rail have been laid. Half the width of the cart road has been reserved for cart and other traffic.</p>	<p>This Railway, which was originally known as the Darjeeling Steam Tramway, was constructed by a private Company formed under the auspices of the Government of Bengal, with a Provincial guarantee that the gross receipts would amount to Rs. 2,00,000.</p>
<p>The permanent-way consists of steel rails of the Vignole Section, 62lb to the yard, laid on sleepers of creosoted pine.</p> <p>The Section from Dum-Dum Junction to Dattapukur (14 miles) is embanked throughout, the formation width, 20 feet, being from 1 to 20 feet above the surface of the ground.</p>	<p>The surveys were carried out by the Government of Bengal in 1877-78, and construction was commenced in March 1881, under authority of Her Majesty's Government communicated in the same month.</p> <p>The contract which has been entered into with the Company guarantees on the part of the State a return to the Company on its capital outlay (not exceeding £1,250,000) of 4 per cent. per annum during construction, or until June 1886; and, though it only provides for the immediate construction of the Dum-Dum-Bongong and Ránaghat-Khoolna lines, concedes to the Company the power to extend its operations and to construct another 115 miles of railway from Ránaghat to Bhugwangola.</p> <p>The line is worked by the Eastern Bengal State Railway. Floods, which occurred in September and October 1885, seriously damaged this line and interrupted traffic. The principal damage done was the washing away of a 60-foot iron girder bridge on the Ránaghat-Bongong Section. The span, which weighed about 32 tons, was swept away and completely turned over. The breach here has been repaired, and a new bridge of 5 spans of 40 feet is in progress. Breaches also occurred near the 48th, 51st and 55th mile (since repaired or in hand); the latter being the most severe and aggregating about 2,100 feet of embankment. Several minor culverts were severely tried, and the Codla bridge (3 spans of 80 feet) suffered considerably from covering currents, one pier and abutment being nearly scoured out. It is proposed to make substantial improvements to this bridge, meantime a temporary diversion and bridge are being prepared. The flood opening in the line will be considerably added to, especially on the 55th mile.</p>
<p>The line passes over an undulating country, necessitating many curves, steep gradients, and much rock-cutting and embanking. The sharpest curve has a radius of 2,640 feet and a length of 1,000 feet. The steepest gradient is 1 in 60 for a length of 800 feet. The permanent-way is laid with 36lb steel rails on wooden sleepers. The line is ballasted throughout.</p>	<p>Messrs. Burn & Co., Contractors, undertook the construction of this Railway with capital raised locally without any guarantee, but with a free gift of land. They commenced work in October 1881.</p> <p>The Rohini Branch (1½ miles), which had been constructed and opened for public traffic on the 1st July 1883, was closed with effect from the 1st November 1886 in consequence of the insufficiency of traffic.</p>

APPEN
Railways Constructed and in
ASSISTED

No	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XXI	BENGAL AND NORTH-WESTERN— METRE GAUGE. Main Line— Sonepore opposite Patna, via Chupra, Savan and Gorakpuri, to Bahraich 274 Branches— Mankapuri to Nawábganj and Ajodhya 20 Gorakpuri to Gházipur and Benares 134 Bihraich to Nupalganj 33½ Gorakpur to Úska Bazar 39½ Loop from Sonepuri to Bunwaichak 9½ —236½ —	510½	Nawábganj to Bahraich . 2-1-84 68 Nawábganj-Ajodhya Extension 1-12-84 6½ Sonepuri to Mankapuri 15-1-85 219 Loop from Sonepuri to Bunwái- chak 15-1-85 9½ Total open mileage 303
XLII	TÁRAKESHWAR— 5' 6" GAUGE. Seoraphuli (14 miles from Howrah on the East Indian Railway), to Tarakeshwari in the Hooghly District 22½	22½	Seoraphuli to Táakeshwari . 1-1-85 22½
XLIII	BURDWAN-KUTWA— 2' 6" GAUGE. From Burdwan, on the East Indian Rail- way, to Kutwa 35 Branch from Kutwa to Dainhat 5 —	40	

DIX E—continued
Progress on 31st March 1856.
COMPANIES.

Details of construction	REMARKS.
<p>The country to be traversed is easy, and no engineering difficulties of any serious moment have to be encountered. The rivers flow parallel to the direction of the line. The country, however, being subject to considerable rainfall, and the rivers being mostly sluggish often overflow their banks to a serious extent, hence a large amount of water-way has to be provided.</p> <p>The line is laid with 41½-lb steel rails on sleepers of sal and creosoted pine.</p> <p>The line is generally unfenced except in front of villages, and on each side of level crossings, and near stations.</p> <p>A portion of the loop line is temporary, and may vary from time to time.</p>	<p>The survey for this line was ordered on the 5th March 1881. The construction of the line as a Productive Public Work was sanctioned on the 18th May 1882. From the 1st January 1883 it was handed over to a limited liability Company with a free gift of land, but no guarantee.</p> <p>The line will be connected with the Tirhoot State Railway by means of the Gunduck Bridge between Sonapore and Hajipur, sanctioned on 19th October 1883.</p> <p>On the 1st November 1884 the Company took over the bridge-of-boats at Fyzabad from Government, and removed it to the Railway Ferry at Ajodhya. During the rains this bridge will be lifted and the ferry worked by a steamer.</p> <p>The branch from Gorakhpur to Uska Bazar, 39½ miles, was sanctioned by the Government of India on the 3rd August 1885, in substitution of the branch from Gorakhpur to Bansi, 36 miles, shewn in the previous statement.</p> <p>It is contemplated opening the branches to Uska Bazar and Naipalganj immediately after the rains.</p> <p>On the 28th August 1885 one hundred feet of the west approach to the Gungee Bridge were cut away by the sudden rise of the Ganges. The bridge was repaired, and through traffic resumed on the 1st September.</p>
<p>The gradients and curves are easy, and the line is fenced and ballasted throughout. The transverse plate sleepers used are of cast-iron of the Denham-Olphert's latest pattern. The line is laid with rails and fastenings of wrought iron purchased from the East Indian Railway.</p>	<p>The construction of the line was sanctioned by the Secretary of State on 20th February 1883, and is now being worked by the East Indian Railway Company.</p> <p>This is one of the first railways constructed in India by private enterprise without the aid of any Government guarantee of interest on Capital. The latter has been raised in this country by an Association of European and Native gentlemen, who have paid every expense connected with the construction of the line, excepting the cost of acquiring the necessary land which has been given free by the Government of Bengal, and the cost of survey; the latter, which was at first recouped to the Government of Bengal by the Association, was subsequently refunded under orders from the Lieutenant-Governor.</p>
	<p>It has been proposed to construct this line along the metalled road leading from Burdwan to Kutwa and Damhat. The promoters are Messrs. Bunn & Co.</p> <p>The construction was authorized by the Secretary of State on 25th January 1883, but no commencement has yet been made.</p>

APPEN
Railways Constructed and in
ASSISTED

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
	Miles.	Miles.	Miles.
XLIV	ROHILKHAND-KUMAUN— METRE GAUGE. Bhojeepura Junction, 12 miles from Bareilly on the Bareilly-Pilibheet Railway, to Káthgodám at the foot of the Naini Tal hills	54½	Bhojeepura to Káthgodám, 12-10-84 . 54½
XLV	THATÔN-DUYINZAIK— 2' 6" GAUGE. From Thatôn to Duyinzaik on the Donedamie River	8	Thatôn to Duyinzaik, 11-2-85 . . . 8
XLVI	ASSAM— METRE GAUGE. <i>Main Line—</i> Dibrugarh, on the banks of the Brahmaputra River, <i>viâ</i> Tinsukia and Dum-Duma to Tálap	54½	Lower Steamer Ghât, on the left bank of the Brahmaputra River, near Dibru- garh, eastward as far as the Dinjan stream for goods traffic only in October 1882 (15 miles). Dibrugarh to Makum Junction, 16-7-83 38½ Makum Junction to Margherita, 2-5-84 23 Makum Junction to Dum-Duma, 2-5-84 8 Dum-Duma to Tálap, 5-2-85 8
	<i>Makum Branch—</i> Junction <i>viâ</i> Borbil to Margherita	23	Total open mileage . 77½
	TOTAL ASSISTED COMPANIES	898½	645½

DIX E—continued.

on 31st March 1886.

COMPANIES.

Details of construction.	REMARKS.
<p>The rails are of the metre gauge type laid on sâl and jungle wood sleepers. The line is unfenced throughout. From Kâthgodâm to Haldwâni, a distance of 175 chains, there is a continuous descending grade of 1 in 70; from Haldwâni to Lâlkua it varies from 1 in 80 to 1 in 103; from Lâlkua the grade is 1 in 146 for 71 chains, after which it becomes more moderate.</p>	<p>This line was projected by certain local capitalists with the view to bring Naini Tal within railway communication. The district of Kumaun is also expected to derive advantage by the construction of this Railway. The Government guaranteed 4 per cent. on a maximum Capital of £200,000 during the construction of the line, or until January 1885. The contract is dated 12th October 1882.</p>
<p>The rails are steel Vignole Section, the sleepers are of steel and wood. The line is ballasted but unfenced. There are no large bridges.</p>	<p>This line is constructed along the public road which has been specially made in view to tramway communication being established. Its construction and working has been undertaken by Mr. G. E. L. Dawson; British Burma guarantees a subsidy of Rs. 8,100 per annum for three years. Sanctioned in 1883.</p>
<p>Steel rails 41½ lbs to the yard are laid throughout the whole line.</p> <p>The main line is constructed on the existing Government road, except for 2½ miles from the Ghât, 1½ miles from Dibrugarh Station East, 2 miles at 43rd and 44th mile, and half mile from Dum-Duma river to Bissacopie, and all bridges, culverts, &c., which were in existence, have been utilized, as far as practicable, with such slight additions and alterations as were necessary with the following exceptions:—Dinjan river, Sisa river, Barttappan, Dibru river, Bissacopie and Tiphook, at which places timber bridges have been erected. The line is unfenced and unballasted.</p> <p>The extension to Tâlap (8 miles) is nowhere fenced except for a few yards at two or three level-crossings: it is wholly unballasted. The permanent-way is of the same description as on the main line.</p> <p>The Makum Branch is cut entirely through thick forest, and has been partly ballasted with coal dust.</p>	<p>The contract with this Company, which was formed in England under the auspices of Messrs. Shaw Finlayson and Co., is dated 26th May 1880. Government has to pay an annual subsidy equal to such sum as with the net earnings will yield a dividend of 5 per cent. per annum on the Capital outlay subject to a maximum charge of Rs. 1,00,000 on main line and branches.</p>

APPEN
Railways Constructed and in
OTHER

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
XLVII	<div>Miles.</div> <div>PONDICHERY—</div> <div>METRE GAUGE.</div> <div>Gingee River (French Frontier) to Pondi- cherry 7½</div>	<div>Miles.</div> <div>7½</div>	<div>Miles.</div> <div>Gingee River to Pondicherry, 16-12-79 7½</div>
XLVIII	<div>WEST OF INDIA PORTUGUESE—</div> <div>METRE GAUGE.</div> <div>Mormugão to the Portuguese Frontier . 51</div>	<div>1</div>	
	Total other Companies .	58½	7½

DIX E—continued.

Progress on 31st March 1886.

COMPANIES.

Details of construction.	REMARKS.
<p>The line is single, and is laid with 40·3-lb iron rails on wooden sleepers.</p>	<p>This line was undertaken by the Pondicherry Railway Company, Limited, under a concession made by the French Government. It is worked by the South Indian Railway Company.</p>
<p>The first 38 miles up to Collem Station, on which the ruling gradient is 1 in 100, are being constructed for a single line, and the remaining 13 miles with a maximum gradient of 1 in 40 for a double line of rails.</p> <p>Permanent-way throughout is 62-lb State Railway type with 10 sleepers of creosoted pine, sál and teak to the rail. Locomotives of one type, 43½ tons loaded; two to take the same train up the Ghâts.</p> <p>On Ghâts 12 tunnels and heavy masonry works. Quantities on whole ghât incline not much less than Bhore Ghât, Great Indian Peninsula Railway.</p>	<p>The West of India Portuguese line has been undertaken by a Company under a guarantee given in April 1881 by the Portuguese Government; it extends from Mormugão in the Portuguese Settlement of Goa to the Portuguese Frontier. The railway works were in the first instance given out on contract, and work was commenced on 22nd February 1882. The contractors having, however failed to make satisfactory progress, the works were taken over by the Company at the end of January 1884, and arrangements made to carry them on departmentally.</p> <p>Material trains have been running from Sanvordem, mile 26, to a temporary terminus at the foot of the ghâts, mile 41, since October 1885. The first 41 miles will be ready for running in October 1886, and the Harbour works so far advanced as to be ready for traffic by January 1887. The remaining ghât section, 10 miles, is expected to be ready by January 1888.</p>

APPEN
Railways Constructed and in
NATIVE
In the hands

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
XLIX	<div>Miles.</div> <div>BERAR— 5' 6" GAUGE. KHÁMGAON— Jalamb Junction (333 miles from Bombay, on the Nágpur Branch of the Great Indian Peninsula Rail- way) to Khámgaon 8 AMRAÓTI— Badnera Junction (413 miles from Bombay, on the Nágpur Branch of the Great Indian Peninsula Railway) to Amraóti 6 ————— 14</div>	<div>Miles.</div> <div>14</div>	<div>Miles.</div> <div>Jalamb to Khámgaon, 4-3-70 . 8 Badnera to Amraóti, 16-2-71 . 6 Total open mileage . 14 —————</div>
L	<div>5' 6" GAUGE. Itársi on the Great Indian Peninsula Rail- way to Bhopal 57 —————</div>	<div>57</div>	<div>Itársi to Hoshangabad, 1-6-82 . 11½ Hoshangabad to Bhopal, 18-11-84 . 45½ Total open mileage . 57 —————</div>
LI	<div>5' 6" GAUGE. Wádi Junction (376 miles from Bombay, on the South-East line, Great Indian Pen- insula Railway) to Nampuli (Hyder- abad) 115 Branch from Hussain Ságar Junction (111 miles 43 chains from Wádi Junction) to Secunderabad 6 Hyderabad <i>via</i> Warangul to Frontier with Branch to Singareni coal-fields . 210 Warrangul to Frontier near Chanda . 160 ————— 491</div>	<div>491</div>	<div>Wadi Junction to Nampuli and branch to Secunderabad, 9th October 1874 . 121</div>

DIX E—continued.

Progress on 31st March 1886.

STATES.

of Companies.

Details of construction.	REMARKS.						
<p>The Khámgaon line has been constructed for a single track, with a formation of 16 feet, and is laid with flat-footed rails, 60lb to the yard, on oval bowl sleepers.</p> <p>The permanent-way used on the Amraóti line is of iron, the rails weighing 68lb per yard.</p>	<p>The dates of orders for survey and construction are as follows:—</p> <table data-bbox="1009 983 1715 1101"> <tr> <td><i>Date for survey.</i></td><td><i>Dates for construction.</i></td></tr> <tr> <td>.....</td><td>7th June 1869.</td></tr> <tr> <td>8th April 1870.</td><td>11th June 1870.</td></tr> </table> <p>These branches have been constructed from the surplus revenues of the Berars, and with a view to facilitate the transport of cotton from the cotton marts of Khámgaon and Amraóti. They are worked by the Great Indian Peninsula Railway Company.</p>	<i>Date for survey.</i>	<i>Dates for construction.</i>	7th June 1869.	8th April 1870.	11th June 1870.
<i>Date for survey.</i>	<i>Dates for construction.</i>						
.....	7th June 1869.						
8th April 1870.	11th June 1870.						
<p>The line has been laid for a single track with 62-lb steel rails. From Hoshangabad to Bhopal it is practically unfenced. The sleepers are partly of steel, and partly creosoted pine and other kinds of wood.</p>	<p>The dates of orders for survey and construction are 4th June 1879 and 31st July 1880, respectively.</p> <p>The British Government has paid for the portion in its territory, and a moiety of the cost of the bridge over the Nerbudda, or in all about 12½ lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. Profits are to be shared between Her Highness the Begum and the British Government in proportion to their respective contributions towards capital cost. The line has been constructed on contract by Messrs. Glover and Co., and is being worked by the Great Indian Peninsula Railway Company.</p>						
<p>The line is constructed for a single track. Eighty-seven miles of the permanent-way, which were obtained from the Great Southern of India Railway Company, consist of double-headed 68-lb rails and bowl sleepers; 6 miles Vignole's steel rails 66½lb with steel Bessemer sleepers, the remainder consists of flat-footed rails, 60lb to the yard, laid on creosoted pine and jungle teak sleepers.</p>	<p>The dates of orders for survey and construction are 30th October 1869 and 25th March 1871, respectively.</p> <p>The Government of the Nizam provided the capital, and the British Government constructed the line.</p> <p>The broad gauge was finally adopted on the 30th October 1871. To the end of 1878 the line was worked by the Great India Peninsula Railway Company with its own rolling-stock; from January 1879 to 31st December 1884 it was worked by State agency; it is worked by His Highness the Nizam's Guaranteed State Railway Company from January 1885.</p> <p>This Company was formed for the purpose of acquiring and working the existing line of 121 miles and of constructing on the same (broad) gauge and working the new lines, 370 miles in length.</p> <p>The construction of the first section between Secunderabad and Warangul was commenced in November 1884, and completed in March 1886. It was inspected by the Deputy Consulting Engineer for Railways, Madras, on the 23rd, 24th and 25th March, and will be opened for public traffic early in April.</p>						

APPEN
Railways Constructed and in
NATIVE
In the hands

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
LII	<div>Miles.</div> <div>HIS HIGHNESS THE GAEKWAR'S—</div> <div>2' 6" GAUGE.</div> <div>Miyágám [229 miles from Bombay (Colaba), on the Bombay, Baroda and Central India Railway] to Dabhoi . 20</div> <div>Dabhoi to Chándod 10$\frac{3}{4}$</div> <div>Dabhoi to Báhádarpur 9$\frac{1}{2}$</div> <div>Dabhoi to Goya Gate 17</div> <div>Goya Gate to Vishvámitri 1$\frac{1}{2}$</div>	<div>Miles.</div> <div>58$\frac{3}{4}$</div>	<div>Miles.</div> <div>Miyágám to Dabhoi, 8-4-78 . 20</div> <div>Dabhoi to Chándod, 15-4-79 . 10$\frac{3}{4}$</div> <div>Dabhoi to Báhádarpur, 17-9-79 . 9$\frac{1}{2}$</div> <div>Dabhoi to Goya Gate, 1-7-80 . 17</div> <div>Goya Gate to Vishvámitri, 24-1-81 . 1$\frac{1}{2}$</div> <div>Total open mileage . 58$\frac{3}{4}$</div>

DIX E—continued.

Progress on 31st March 1886.

STATES.
of Companies.

Details of construction.	REMARKS.								
<p>The rails used are flat-footed, 30lbs. to the yard, spiked to wooden sleepers. The width at formation level is 10 feet. The entire line is on embankment. There are a few bridges of 2 spans of 20 feet each, but the drainage of the country is mostly by small nullahs, which are dry for the greater part of the year. There are no bridges specially constructed for cart traffic, but the carts use some of the nullahs to pass under the line.</p>	<p>The dates of orders for survey and construction are as follows:—</p> <table><tr><td><i>Dates for survey.</i></td><td><i>Dates for construction.</i></td></tr><tr><td>Miyágám to Dabhoi, 17th April 1869.</td><td>Miyágám to Dabhoi, 21st March 1872.</td></tr><tr><td>Dabhoi to Chándod and Bháhádarpur, 6th June 1877.</td><td>Dabhoi to Chándod and Báhádarpur, 27th November 1877.</td></tr><tr><td>Dabhoi to Baroda, July 1877.</td><td>Dabhoi to Baroda, 29th January 1879.</td></tr></table> <p>The line is the property of His Highness the Gaekwar of Baroda, but is worked by the Bombay, Baroda and Central India Railway Company.</p>	<i>Dates for survey.</i>	<i>Dates for construction.</i>	Miyágám to Dabhoi, 17th April 1869.	Miyágám to Dabhoi, 21st March 1872.	Dabhoi to Chándod and Bháhádarpur, 6th June 1877.	Dabhoi to Chándod and Báhádarpur, 27th November 1877.	Dabhoi to Baroda, July 1877.	Dabhoi to Baroda, 29th January 1879.
<i>Dates for survey.</i>	<i>Dates for construction.</i>								
Miyágám to Dabhoi, 17th April 1869.	Miyágám to Dabhoi, 21st March 1872.								
Dabhoi to Chándod and Bháhádarpur, 6th June 1877.	Dabhoi to Chándod and Báhádarpur, 27th November 1877.								
Dabhoi to Baroda, July 1877.	Dabhoi to Baroda, 29th January 1879.								

APPEN
Railways Constructed and in
NATIVE
In the hands

No.	Name and gauge of line and mileage sanctioned, with names of termini.	Total mileage.	Date of opening for public traffic.
	Miles	Miles.	Miles.
LIII	BHÁVNAGAR-GONDAL— METRE GAUGE Bhávñagar Bander to Wadhván Junc- tion 104½ Dhola Junction to Dhoiáji 88½ —————	193½	Bhávñagar to Wadhván, . 20-12-80 104½ Dhola to Dhoiáji, . . 19-1-81 88½ Total open mileage . 193½
LIV	MYSORE— METRE GAUGE. Bangalore City to Mysore 86 Bangalore to Túmkúí 43 Túmkúí to Gubbi 11 Gubbi to Tiptur* 33 —————	173	Bangalore to Channapatna, . 1-2-81 35 Channapatna to Mandya, . 20-3-81 23 Mandya to Mysore, . . 25-2-82 28 Bangalore to Túmkúí, . . 11-8-84 43 Tumkúí to Gubbi, . . 26-12-84 11 Total open mileage . 140
LV	JODHPORE— METRE GAUGE. Marwar Railway Junction (321 miles from Agra, on the Rajputana-Malwa Railway) to Pali 19† Pali to the Lúni River 25 Lúni River to Jodhpore 20 Luni Extension— Lúni to Pachpadra 59½ —————	123½	Marwar Railway Junction to Marwar Pali— for goods traffic, . . 24-6-82 } 19 for passenger traffic, . 27-7-82 } Pali to Lúni River, . . 17-6-84 25 Lúni River to Jodhpore, . . 9-3-85 20 Total open mileage . 64
LVI	RÁJPURA-PATIALÁ— 5' 6" GAUGE. Rájpura, a station on the North-West- ern Railway, to Patialá 16 —————	16	Rájpura to Patialá, . . 1-11-84 16

* Construction not yet commenced.
† Mileage corrected.

DIX E—continued.

Progress on 31st March 1886.

STATES.

of the State.

Details of construction.	REMARKS.
The line has been constructed for a single track with 41½ lb. flat-footed steel rails on half-round pine sleepers.	The dates of orders for survey and construction are 11th March 1878 and 19th March 1879, respectively. The line has been constructed for the Native States by the British Government, and is worked under the direction of a Committee of Management. The portions from Bhávnagar to Wadhvān on the north, and from Dhola as far as Dhasa on the west, have been constructed from the revenues of the Bhávnagar State, and that from Dhasa to Dhoiáji from the revenues of the Gondal State.
The line has been laid for a single track with rails 41½ lbs. per yard, spiked to wooden sleepers partly of creosoted pine and partly of teak, the width of formation being 14 feet. The sleepers on the Bangalore-Túmkúr Section are of creosoted pine. The road on the Túmkúr to Gubbi length is fairly ballasted, and the permanent-way well laid: it has no steeper gradients than 1 in 100, nor sharper curves than of 3,000 feet radius.	The dates of orders for survey and construction are as follows— <div style="display: flex; justify-content: space-between;"> <div> <i>Date for survey.</i> 1st April 1870. </div> <div> <i>Dates for construction.</i> { Mysore line, 20th September 1877. Túmkúr line, 6th October 1882. Túmkúr to Gubbi, 18th January 1884. </div> </div> Earthwork between Bangalore and Channapatna, 35 miles, was commenced for relief purposes during the famine of 1877-78.
The works are very light. The permanent-way consists of 36lb. rails (obtained from the Rajputana-Malwa Railway) laid for the first 19 miles on creosoted pine sleepers. On the remaining length the rails are laid on jungle wood sleepers. There is a telegraph, and the line is unfenced.	This line has been constructed at the expense of, and is worked by, the Jodhpore State. The extension, only a fair-weather line, to the Lúni River, was sanctioned during 1883. The extension to Jodhpore was sanctioned during 1884. It is not intended at present to bridge the Lúni River, but merely to provide a fair-weather causeway. A further extension from Lúni to Pachpadra was sanctioned on the 31st December 1885.
The country traversed is eminently favorable. The line is practically a surface one for a single track with steel rails 68lbs. per yard laid on deodar sleepers.	This line was constructed by the late Sind, Punjab and Delhi Railway Company at the expense of the Patiala Durbar. Sanction was given to it on the 7th December 1883. The line is worked under an agreement by the North-Western Railway.

Statement showing the Annual Progress made in the Length of

Serial No.	Railways.	1853	1854	1855.	1856.	1857.	1858.	1859	1860	1861.	1862.	1863.	1864.	1865.	1866.	1867.
	STATE IMPERIAL.															
I	East Indian . . .	...	37 $\frac{1}{4}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	120 $\frac{1}{2}$	139 $\frac{1}{2}$	286 $\frac{1}{2}$	370 $\frac{1}{4}$	560 $\frac{1}{4}$	877 $\frac{1}{2}$	933	1,104	1,127 $\frac{1}{2}$	1,127 $\frac{1}{2}$	1,353
II	Rajputana-Malwa . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III	Patri . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
IV	Sindia . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V	Dhond-Manmad . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
VI	Southern Mahratta . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
VIII	North-Western . . .	...	...	...	...	...	...	...	...	109 $\frac{1}{4}$	141 $\frac{3}{4}$	154 $\frac{1}{4}$	154 $\frac{3}{4}$	362 $\frac{3}{4}$	366	412 $\frac{1}{2}$
IX	Eastern Bengal . . .	...	...	...	...	...	...	...	...	...	109 $\frac{3}{4}$	109 $\frac{1}{4}$	109 $\frac{1}{4}$	109 $\frac{1}{4}$	109 $\frac{3}{4}$	109 $\frac{1}{4}$
X	Waidha Coal . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	STATE PROVINCIAL.															
XVIII	Patna-Gya . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XIX	Dildarnagar-Ghazipur . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XX	Bareilly-Pilibheet . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXI	Nalhati . . .	...	...	...	...	...	...	...	...	...	...	27 $\frac{1}{4}$	27 $\frac{1}{4}$	27 $\frac{1}{4}$	27 $\frac{1}{4}$	27 $\frac{1}{4}$
XXII	Tinhoot . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	Northern Bengal(a) . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	Dacca . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXVI	Cawnpore-Achnera . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXVIII	Amritsar-Pathankot . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXIX	Nagpur-Chhattisgarh . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXX	Burma . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXI	Jorhat . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	GUARANTEED COMPANIES.															
XXXIII	Madras . . .	...	...	...	65	80 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	137	296 $\frac{1}{2}$	447 $\frac{1}{2}$	447 $\frac{1}{2}$	570	609 $\frac{1}{2}$	643 $\frac{1}{2}$	643 $\frac{1}{2}$
XXXIV	South Indian . . .	...	...	...	...	...	...	...	...	48 $\frac{1}{2}$	82	82	82	100 $\frac{1}{2}$	145 $\frac{1}{2}$	162 $\frac{1}{2}$
XXXV	Great Indian Peninsula . . .	20 $\frac{1}{2}$	33 $\frac{1}{4}$	49 $\frac{1}{2}$	87 $\frac{1}{4}$	87 $\frac{1}{4}$	193 $\frac{1}{2}$	244 $\frac{1}{4}$	297	437 $\frac{1}{4}$	496	552 $\frac{1}{4}$	585 $\frac{1}{4}$	701 $\frac{1}{2}$	815 $\frac{1}{2}$	852 $\frac{1}{4}$
XXXVI	Bombay, Baroda and Central India . . .	...	...	...	...	...	...	...	35	134	167 $\frac{1}{4}$	188	305 $\frac{1}{2}$	305 $\frac{1}{2}$	305 $\frac{1}{2}$	305 $\frac{1}{2}$
XXXVII	Oudh and Rohilkhand . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
	ASSISTED COMPANIES.															
XXXVIII	Darjeeling-Himalyan . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	Bengal Central . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XL	Deoghar . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLI	Bengal and North-Western . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLII	Tarakeshwar . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLIV	Rohilkhand-Kumaun . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLV	Thaton-Duyinzaik . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVI	Assam . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	OTHER COMPANIES.															
XLVII	Pondicherry . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	NATIVE STATES.															
XLIX {	Khamgaon . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
L {	Amraoti . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bhopal-Itarsi . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LI	His Highness the Nizam's . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LII	His Highness the Gaekwar's . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIII	Bhavnagar-Gondal . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIV	Mysore . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LV	Jodhpore . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVI	Rajpura-Patiala . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LVII	Wadhwan-Morvi . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL . . .	20 $\frac{1}{2}$	71	170	272 $\frac{1}{4}$	288 $\frac{1}{4}$	428 $\frac{1}{2}$	626 $\frac{1}{4}$	839 $\frac{1}{4}$	1,587 $\frac{1}{4}$	2,321 $\frac{1}{4}$	2,495	2,938 $\frac{1}{4}$	3,344 $\frac{1}{4}$	3,540 $\frac{1}{4}$	3,908 $\frac{1}{4}$

(a) Includes the Kaima.

DIX E—continued.

Railways open for public traffic in India since their commencement.

1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86
1,353	1,353	1,353	1,503 $\frac{1}{4}$	1,503 $\frac{1}{4}$	1,503 $\frac{1}{4}$ 91 $\frac{1}{2}$ 22 $\frac{1}{2}$	1,503 $\frac{1}{4}$ 329 22 $\frac{1}{2}$	1,503 $\frac{1}{4}$ 436 $\frac{1}{2}$ 22 $\frac{1}{2}$	1,503 $\frac{1}{4}$ 507 $\frac{1}{2}$ 22 $\frac{1}{2}$	1,503 $\frac{1}{4}$ 507 $\frac{1}{2}$ 22 $\frac{1}{2}$	1,503 $\frac{1}{4}$ 603 $\frac{1}{4}$ 22 $\frac{1}{2}$	1,504 $\frac{1}{4}$ 722 22 $\frac{1}{2}$	1,504 $\frac{1}{4}$ 972 $\frac{1}{4}$ 22 $\frac{1}{2}$	1,504 $\frac{1}{4}$ 1,115 $\frac{1}{4}$ 22 $\frac{1}{2}$	1,506 $\frac{1}{2}$ 1,116 $\frac{1}{2}$ 22 $\frac{1}{2}$	1,509 1,205 $\frac{1}{2}$ 22 $\frac{1}{2}$	1,509 1,414 22 $\frac{1}{2}$	1,514 $\frac{1}{2}$ 1,414 22 $\frac{1}{2}$
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	34 145 $\frac{1}{2}$...	66 $\frac{1}{2}$ 145 $\frac{1}{2}$...	66 $\frac{1}{2}$ 145 $\frac{1}{2}$...	74 $\frac{1}{4}$ 145 $\frac{1}{2}$...	74 $\frac{1}{2}$ 145 $\frac{1}{2}$ 40 $\frac{1}{2}$	74 $\frac{3}{4}$ 145 $\frac{1}{2}$ 214	74 $\frac{1}{2}$ 145 $\frac{1}{2}$ 214	74 $\frac{1}{2}$ 145 $\frac{1}{2}$ 315 $\frac{1}{4}$
412 112 ...	630 $\frac{1}{2}$ 112 ...	666 $\frac{1}{4}$ 112 ...	666 $\frac{1}{4}$ 157 ...	666 $\frac{1}{4}$ 157 ...	663 $\frac{1}{2}$ 157 ...	663 $\frac{1}{2}$ 159 18 $\frac{1}{2}$	725 $\frac{1}{2}$ 158 $\frac{1}{2}$ 18 $\frac{1}{2}$	766 $\frac{1}{2}$ 159 18 $\frac{1}{2}$	766 $\frac{1}{2}$ 159 46 $\frac{1}{2}$	1,267 $\frac{1}{2}$ 159 46 $\frac{1}{2}$	1,267 $\frac{1}{2}$ 158 $\frac{1}{2}$ 46 $\frac{1}{2}$	1,544 $\frac{1}{4}$ 158 $\frac{1}{2}$ 46 $\frac{1}{2}$	1,679 $\frac{1}{4}$ 158 $\frac{1}{2}$ 46 $\frac{1}{2}$	1,731 $\frac{1}{2}$ 160 46 $\frac{1}{2}$	1,789 $\frac{1}{2}$ 159 $\frac{1}{2}$ 46 $\frac{1}{2}$	1,790 233 $\frac{1}{2}$ 46 $\frac{1}{2}$	1,792 234 $\frac{1}{2}$ 46 $\frac{1}{2}$
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	57 12 ...	57 12 ...	57 12 ...	57 12 ...	57 12 36	57 12 36	57 $\frac{1}{4}$ 12 36
27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$ 53 ...	27 $\frac{1}{2}$ 45 ...	27 $\frac{1}{2}$ 45 ...	27 $\frac{1}{2}$ 79 134 $\frac{1}{2}$	27 $\frac{1}{2}$ 79 232	27 $\frac{1}{2}$ 85 242 $\frac{1}{2}$	27 $\frac{1}{2}$ 85 243 $\frac{1}{2}$	27 $\frac{1}{2}$ 85 266 $\frac{1}{2}$	27 $\frac{1}{2}$ 85 280	27 $\frac{1}{2}$ 193 289	27 $\frac{1}{2}$ 227 286	27 $\frac{1}{2}$ 225 $\frac{1}{2}$ 285 $\frac{1}{2}$
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... 29 ...	... 29 ...	... 29 ...	... 29 ...	... 29 ...	... 78 $\frac{1}{2}$ ...	... 139 ...	... 138 ...	... 138 51	10 $\frac{1}{2}$ 249 65	85 $\frac{1}{2}$ 253 $\frac{1}{2}$ 65
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... 161 ...	... 161 ...	... 161 ...	53 161 ...	98 161 ...	149 161 ...	149 254 ...	149 254 26 $\frac{1}{2}$	149 327 29 $\frac{1}{2}$
675 $\frac{1}{2}$ 185 $\frac{3}{4}$	735 $\frac{1}{2}$ 185 $\frac{3}{4}$	781 $\frac{1}{2}$ 185 $\frac{3}{4}$	830 $\frac{1}{4}$ 185 $\frac{3}{4}$	830 $\frac{1}{4}$ 185 $\frac{3}{4}$	858 185 $\frac{3}{4}$	858 185 $\frac{3}{4}$	858 281 $\frac{1}{2}$	858 474 $\frac{1}{2}$	858 599 $\frac{1}{2}$	857 612 $\frac{1}{2}$	857 633	858 653 $\frac{1}{2}$	858 653 $\frac{1}{2}$	861 $\frac{1}{2}$ 653 $\frac{1}{2}$	860 $\frac{3}{4}$ 654 $\frac{1}{2}$	860 $\frac{3}{4}$ 654 $\frac{1}{2}$	860 $\frac{3}{4}$ 654 $\frac{1}{2}$
873 $\frac{1}{4}$ 306 $\frac{3}{4}$ 42	873 $\frac{1}{4}$ 307 $\frac{1}{2}$ 42	1,258 $\frac{1}{2}$ 312 $\frac{1}{2}$ 42	1,273 $\frac{1}{4}$ 349 $\frac{1}{4}$ 42	1,278 $\frac{1}{2}$ 389 $\frac{1}{4}$ 293 $\frac{1}{2}$	1,278 $\frac{1}{2}$ 389 $\frac{1}{4}$ 456 $\frac{1}{2}$	1,278 $\frac{1}{2}$ 406 540 $\frac{1}{2}$	1,278 $\frac{1}{2}$ 407 $\frac{1}{2}$ 543 $\frac{1}{4}$	1,278 $\frac{1}{2}$ 416 $\frac{1}{2}$ 543 $\frac{1}{4}$	1,280 $\frac{1}{2}$ 421 $\frac{1}{2}$ 543 $\frac{1}{4}$	1,280 $\frac{1}{2}$ 421 $\frac{1}{2}$ 546 $\frac{1}{4}$	1,287 $\frac{1}{4}$ 421 $\frac{1}{2}$ 546 $\frac{1}{4}$	1,288 421 $\frac{1}{2}$ 546 $\frac{1}{4}$	1,288 421 $\frac{1}{2}$ 546 $\frac{1}{4}$	1,288 438 $\frac{1}{2}$ 546 $\frac{1}{4}$	1,288 438 $\frac{1}{2}$ 548 $\frac{1}{4}$	1,288 438 $\frac{1}{2}$ 595 $\frac{1}{4}$	1,288 438 $\frac{1}{2}$ 679 $\frac{1}{2}$
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	30	50	50 20 1	50 114 5 $\frac{1}{2}$	51 125 $\frac{1}{2}$ 5 $\frac{1}{2}$	51 125 $\frac{1}{2}$ 4
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	303 22 54 $\frac{1}{2}$	303 22 $\frac{1}{4}$ 54 $\frac{1}{2}$
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	15	38 $\frac{1}{2}$	8 77 $\frac{1}{2}$	8 77 $\frac{1}{2}$
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
... ... ...	... ... ...	8	8 6 ...	8 6 ...	8 6 ...	8 6 ...	8 6 ...	8 6 ...	8 6 ...	8 6 ...	8 6 ...	8 6 ...	8 6 ...	8 6 11 $\frac{1}{2}$	8 6 11 $\frac{1}{2}$	8 6 57	8 6 57
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	121	121	121	121	121	121	121	121	121	121	121	121
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	20	20	20	20	20	20	40 $\frac{1}{2}$	56 $\frac{1}{2}$ 105 ...	60 $\frac{1}{4}$ 192 $\frac{1}{2}$...	60 $\frac{1}{4}$ 192 $\frac{1}{2}$...	58 $\frac{1}{2}$ 193 ...	58 $\frac{1}{2}$ 193 ...	58 $\frac{1}{2}$ 193 $\frac{1}{4}$
... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	... ... ...	58	86 18 $\frac{1}{2}$...	87 18 ...	140 64 16	140 64 24
3,987 $\frac{1}{2}$	4,266 $\frac{1}{2}$	4,747	5,049 $\frac{1}{2}$	5,345 $\frac{1}{2}$	5,667	6,199 $\frac{1}{2}$	6,491	6,805	7,294 $\frac{1}{2}$	8,184	8,464 $\frac{1}{2}$	9,280 $\frac{1}{2}$	9,864 $\frac{1}{2}$	10,101 $\frac{1}{2}$	10,673 $\frac{1}{2}$	12,004 $\frac{1}{2}$	12,375 $\frac{1}{2}$

Approximate Distribution of Mileage

PROGRESS.	Madras.	Bombay	Bengal.	North-Western Provinces and Oudh.	Punjab.	Central Provinces.	Assam.	Burma.
STATE IMPERIAL.								
Opened for traffic	43½	519¾	969¼	779	1,847¾	138½	...	...
In progress	361	405½	229¼	303¼	338	425	...	...
Total length sanctioned .	404½	925¼	1,198½	1,082¼	1,685¾	566½	...	..
STATE PROVINCIAL								
Opened for traffic . . . .	...	...	681¾	301½	65	149	29½	327
In progress . . . . .	...	..	203½	124	...	...	17¾	(b)42
Total length sanctioned .	...	..	885¼	425¼	65	149	47	369
GUARANTEED COMPANIES.								
Opened for traffic	1,413½	1,035	...	679¼	...	391	...	...
In progress	9	...		(c)56¼	...	...	..	...
Total length sanctioned .	1,452½	1,035	...	735½	...	391	...	...
ASSISTED COMPANIES.								
Opened for traffic . . . .	...	...	319½	240½	...	...	77½	8
In progress . . . . .	..	.	(b)40	207¾	...	...	...	...
Total length sanctioned .	...	...	359½	448¼	...	...	77½	8
OTHER COMPANIES.								
Opened for traffic . . . .	...	...	...	...	...	..	...	...
In progress . . . . .	...	..	...	...	...	...	...	...
Total length sanctioned .	...	..	...	...	...	...	...	...
NATIVE STATES.								
Opened for traffic . . . .	...	58¾	...	...	16	11½	...	...
In progress . . . . .	...	...	...	...	...	...	...	...
Total length sanctioned .	...	58¾	...	...	16	11½	...	...
TOTAL.								
Opened for traffic	1,487½	1,618½	1,970½	2,000	1,428¾	690	106¾	335
In progress	370	405½	(d)472¾	(c)691¼	338	428	17¾	(b)42
Total length sanctioned .	1,857½	2,019	2,443¼	2,691¼	1,766¾	1,118	124½	377

(a) Of this, 15 miles are in the Rewah State. (b) Not commenced. (c) 47 miles not commenced.

DIX E—concluded.

of Railways by Provinces.

Hyderabad	Mysore.	Rajputana.	Central India	Biluchistan.	Sind	Kattywar	Benars.	Bhawalpur.	Afghanistan.	Portuguese Territory	French Territory.	TOTAL.
28 ...	... ...	664½ ...	365½ (a) 169¾	94½ 99	450½ ...	... ...	.. ...	144 ...	15½ 173	... ...	.. ...	5,560 2,506½
28	...	664½	535½	193½	450½	...	...	144	188½	...	...	8,066½
. ...	... ...	... ...	... ...	... ...	... ...	... ...	... ...	... .	... ...	... ...	... ..	1,553½ 387½
...	...	...	...	...	...	...	...	..	...	...	...	1,940½
137 ..	54½ ...	... ...	... ...	... ...	... ...	29½ ...	151 ...	... ...	... ...	... ...	... ...	3,921 65½
137	54½	...	..	...	...	29½	151	...	...	...	...	3,986½
. ...	... ...	... ...	... ...	... ...	... ...	. ...	.. ...	... ...	... ..	... ...	... ...	645½ 247½
...	...	...	...	...	...	...	...	...	...	...	...	893½
... ...	... ...	... ...	.. ...	.. ...	... ...	... ...	... ...	.. ...	... ...	... 51	7½ ...	7½ 51
...	...	...	...	...	...	...	...	...	...	51	7½	58½
121 370	140 (b) 83	64 59½	45½ ...	... ...	... ...	217½ 44	14 ...	... ...	... ...	... ...	... ...	689 506½
491	173	123½	45½	...	...	261½	14	...	...	...	...	1,194½
286 370	194½ (b) 83	728½ 59½	411 169½	94½ 99	450½ ...	246½ 44	165 ...	144 ..	15½ 173	... 51	7½ ...	12,875½ (c) 3,764½
656	227½	788	580½	193½	450½	290½	105	144	188½	51	7½	16,140½

(a) 40 miles not commenced.

(c) 162 miles not commenced.

APPENDIX F.

Memorandum on the Loss or Gain resulting to the State from the lease of the Rájputána-Málwa State Railway to the Bombay, Baroda and Central India Railway Company.

The Accountant General, Public Works Department, in his No. 532 R., dated Simla, 21st June 1886, calls for a memorandum on the above subject, and remarks that, in drawing up this report, allowance would be made for all extraneous charges now borne by the Railway, but which would not have been debited to it had the line continued under State management, and on the other hand would consider savings due to such causes as reductions effected in establishments resulting from the amalgamation,—reduced rates for carriage of stores, &c., also the effect of the re-arrangements among the supervising staff on the revenues of both the Rájputána-Málwa and Bombay, Baroda and Central India Railways, and the effect on the revenues of the latter of the reduced rates for carriage of stores for use on the Rájputána-Málwa Railway,—and any other points that might be considered as affecting the interests of Government.

2. It is not quite clear from the above orders what is the actual desire of the Accountant General. Is it to ascertain the real financial results to the State, that is to say, how and to what extent the leasing of the Rájputána-Málwa Railway has affected the *Imperial Revenues* of India? or merely to show how the Revenue Accounts of the Railway (which form but an item in the accounts of the Empire) would have stood if the line had not been leased to the Bombay, Baroda and Central India Railway. This question having arisen, I have thought it best to show the results to the best of my ability under both aspects.

3. To arrive at the information required with any degree of exactness would be a work of time, and would involve the entertainment of a special establishment. In order to obtain absolutely correct results it would have been necessary to almost entirely recast the accounts of the period under reference, and this neither time nor means at my disposal would permit. The information given in the following table has therefore been extracted as carefully and as completely as the means and materials and time would allow.

4. The following are the principal points which have been dealt with in arriving at the conclusions given in this memorandum :—

- (1.) Savings due to transfers of establishment owing to reduction.
- (2.) Savings due to proportion of establishment charges debited to Bombay, Baroda and Central India Railway.
- (3.) Secretary of State's and Director General of State Railways' establishment charges discontinued.
- (4.) Reduction of rates for carriage of railway stores over the Bombay, Baroda and Central India from 0·2 pies to 0·13 pies per maund per mile.
- (5.) Share of Government supervision and control per working agreement.
- (6.) Share of Home Board's establishment charges.
- (7.)* Police charges.
- (8.) Leave and pension contributions.
- (9.) Stationery charges.
- (10.) Proportion of Company's general charges debitable to State line.
- (11.) One-fifth surplus profits payable to the Bombay, Baroda and Central India Railway.

5. In considering the effect of the above on the revenues of the State, it has been decided to deal with each point separately as it affects each Railway, and the results are exhibited half-year by half-year in Tables A, B, C, and D.

TABLE A.

6. Dealing first with the Rájputána-Málwa Railway the following observations are offered :—

The savings are reported in the half-yearly printed accounts for 1885 at R14,361 and Savings due to transfer of Establishment owing to reduction. R15,761, respectively, and in the absence of any further information obtainable these figures have been adopted in Statement A as the gain to the Railway under this head. A further sum of R7,719 is reported as due to reduction of establishment under E II (2 and 3) as per account for the 2nd half of 1885, and has been similarly treated.

- (2). In the second half of 1885 the sum of $\text{R} (2,902 + 547) = 3,449$ is shown in Abstract D as savings resulting from the share of Saving due to proportion of Establishment charges debited to Bombay, Baroda and Central India Railway. General Traffic Manager's salary and office establishment charges debited to the Bombay, Baroda and Central India Railway.
- (3). The discontinuance of charges representing share of Secretary of State's and Director General of Railways' Establishment may be assumed to be a gain to the Railway amounting to about $\text{R}2,500$ per annum. The debit on this account in 1884 was $\text{R}2,455$ and a like sum was debited in 1885. This latter amount was a liability of the year 1884-85, yet having been debited to Revenue in the 1st half of 1885 the net earnings were reduced thereby, and therefore no actual gain has resulted as far as the Rájputána-Málwa revenues for 1885 are concerned. Nothing therefore has been allowed under this head. It is understood that certain indents are being still complied with by the India Office, and therefore the charges under reference may not altogether have ceased yet.
- (4). A reduction in rates from 0.2 to 0.13 pies per maund per mile for carriage of Rájputána-Málwa Railway stores over the Bombay, Baroda and Central India Railway has caused a saving to the State as shown in the Auditor's report for the 2nd half of 1885 of $\text{R}1,89,000$ during 1885. This sum has therefore been accepted.
7. The above items will be seen to be the only savings accruing from the amalgamation.
8. The following, on the other hand, are all items of loss.
- (5). The charges under this head now debitable to working expenses of the State line under the agreement amount to $\text{R}50,400$ per half-year, at the estimated rate of $\text{R}10$ per open mile. This sum has been treated as a loss as far as the Revenues of the State line are concerned, but it must be remembered that Imperial Revenues have apparently been relieved to that extent in the expenditure hitherto booked as "State outlay on Guaranteed Railways." Another advantage accruing to the State by the inclusion of this sum in working expenses is that the $\frac{1}{5}$ share of surplus earnings payable to the Company under the agreement is thereby proportionately reduced. It is not, however, easy to fix a money valuation for this advantage, but reference is made to it farther on.
- (6). The portion of the Company's Home Board Establishment charges debited to the State line in 1885 amounted to $\text{R}30,158$ and $\text{R}38,143$ respectively, and constitute a positive loss of income. As the Railway Company's own line yielded surplus profits in both half-years of 1885, a moiety of this, and other similar credits in the Company's account accrued as a gain to Government in virtue of their guarantee. This effect, however, has been separately allowed for in Tables B and D, and therefore the whole of the above sum has been written down as a loss to Rájputána-Málwa revenues.
- (7). The Police charges debited to the State line for the first time in 1885 amounted to $\text{R}73,453$ during the year. This debit, though reducing the net earnings of the Rájputána-Málwa Railway, has relieved Imperial Funds.
- (8). The debits to Revenue expenditure on account of leave and pension contributions for 1885 aggregated $\text{R}1,57,958$. This sum was paid to Government as the present equivalent of its prospective liability for pension and leave allowances, and therefore, though a reduction of the revenues of the line, is really a relief to the Imperial Funds. It may, however, be noticed that the inclusion of these charges as working expenses decrease the share of surplus earnings payable to the Company.
- (9). The charge for stationery debited for the first time in the 2nd half of 1885 amounted to $\text{R}40,603$, and though treated as a loss of revenue on the State Railway may be regarded as a relief under some other head of Imperial expenditure. As with the foregoing so with this sum its inclusion in working expenses reduces the share of surplus that would otherwise be payable to the Railway Company. It is a question,

however, whether this item should be dealt with in this place inasmuch as recent orders have issued that all State Railways are to be debited with stationery charges and the Rájputána-Málwa State Railway would have had to bear these charges from 1st April 1886 if it had remained a State line.

- (10). The proportion of the Railway Company's general charges debitable under the agreement to the State line amounts to R4,183 for 1885. These figures have been taken from the explanations given in the Rájputána-Málwa

Proportion of Company's general charges debitable to the State line.

Railway printed Revenue Accounts. These extra charges to the State line have been in some measure counterbalanced in their effect on Imperial Revenues by the corresponding credits to the Bombay, Baroda and Central India Railway Revenues and the Government share of surplus profits, but as previously remarked these are considered separately in Tables B and D.

- (11). The share of surplus earnings of the Rájputána-Málwa Railway payable by Government to the Bombay, Baroda and Central India Railway under the agreement amounted to R4,36,836 for 1885. This sum has been written down as a positive loss to the earnings of the Railway, and to Imperial Funds unrelieved by any counter-advantage.

$\frac{1}{2}$ share of surplus profit of the R. M. State Railway paid to B. B. and C. I. Railway.

9. The net result of the actual working of the Rájputána-Málwa State Railway by the Bombay, Baroda and Central India for the year 1885 is a net loss to the revenues of the line of R6,51,844, but the net result to the Imperial Revenues will be noted in paragraph 17.

Net result.

TABLE B.

10. The effect of the amalgamation on the revenue of the Bombay, Baroda and Central India Railway is set forth in Table B in which the following points have been considered :—

1 Savings resulting from the transfer of the portion of the general charges to the R. M. Railway, viz—
a Home Board Establishment.
b Agent's Office
c Storekeeper's Office

The debits in the Rájputána-Málwa Railway already dealt with are not taken as the measure of the savings effected by the amalgamation, as allowance has had to be made for additional establishment entailed by the extra work involved. For instance :—

- (a). The normal charges for Home Board Establishment used to be about R40,000 per half-year (including loss by exchange) whereas these amounted to R1,20,000 in 1885. From this sum R68,301 debited to the Rájputána-Málwa line, if deducted, leaves R51,699 as against R80,000, the charges that would probably have been made had the Company worked their own line only. The difference therefore is set down as the saving accruing under this head, viz., R28,301. It should be mentioned, however, that the figures of normal outlay are approximates, based on previous years' debits, no information being available as to what extra establishment has been entertained at Home.

Home Board Establishment.

- (b). Similarly, assuming the normal charges for Agent's Office at the rate sanctioned before the amalgamation, there is a saving of R2,287 in the cost under this head which is treated as again to the Bombay, Baroda and Central India Railway.

Agent's Office.

- (c). In like manner, there is a saving of R1,275 in the Storekeeper's salary and R1,185 in his office establishment which have been taken as a gain to the Company's line at the expense of the Rájputána-Málwa Railway. In addition to this R934 for share of rent, &c., has also been included in Table B.

Storekeeper's Office.

These savings aggregate R33,982, but from this sum must be deducted the extra debits to the Bombay, Baroda and Central India Railway working expenses transferred from the Rájputána-Málwa line in connection with the General Traffic Manager's salary and amounting to R4,259. The total net saving, therefore, accruing from the contract to the Bombay, Baroda and Central India revenues amounts to R29,723, one-half of which was paid to Government on their moiety of surplus profits as allowed for in Table D in which items of gain or loss are shown separately.

General Traffic Manager's Office.

11. The next item affecting the Company's income is the loss of revenue resulting from the reduction in rates for carriage of stores over the Rájputána-Málwa Railway. This loss has (as above remarked) been reported by the Company's Auditor at R1,89,000 for 1885

Reduction in rate for carriage of Railway stores.

and half of this sum is lost to Government in their moiety of surplus profits of the Bombay, Baroda and Central India Railway.

12. The net result of this table shows a loss to the Bombay, Baroda and Central India Railway in actual working of Rs1,59,277, of which Government, however, bears a moiety as shown in Table D; but inasmuch as the share-holders receive $\frac{1}{2}$ th share of the surplus earnings of the Rájputána-Málwa State Railway, which for the year 1885 amounted to Rs4,36,836, the actual result is a net gain to the line of Rs3,57,197.

13. As previously remarked the explanation regarding the items shown in Tables A and B have been confined to the effect on the revenues of the Railways. It is now intended to examine the effect of these figures on the Imperial Revenues.

14. These results will be found in Tables C and D.

TABLE C.

15. It will be noticed from Table C that the total relief to the Imperial Revenues under "Charges for supervision and control," "Charges for Police," "Contribution for leave and pension," and "Charges for stationery" aggregate about Rs3,72,814.

16. The net loss shown in Table A is Rs6,51,844. Deducting from this amount Rs3,72,814, the net result to Imperial Revenues as regards the Rájputána-Málwa State Railway is approximately a net loss of Rs2,79,030.

TABLE D.

17. This table shows a net loss of Rs79,638 to Government in their moiety of surplus profits of the Bombay, Baroda and Central India Railway resulting from the charges exhibited in Table B.

This loss must therefore be added to the net result of Rs2,79,030 shown above, and the total loss to the Imperial Revenue is therefore Rs3,58,668 as shown in the summary attached to the tables.

18. The following points suggest themselves as influencing the revenues of the State line and of Government and may therefore now receive attention:—

- (1). Loss by exchange on English stores hitherto taken at par value.
- (2). Higher rates of travelling allowance.
- (3). Transfers of pensionable servants whose places have been filled up by non-pensionable men.
- (4). The exclusion of half the accumulated loss by exchange from the capital outlay on which the Company guarantee a return of 5 per cent.
- (5). The difference between the 5 per cent. thus guaranteed under the agreement and the State liability for interest at 4 per cent. on capital outlay.

Loss by exchange on English stores. (1). Under recent orders loss by exchange will be debited directly to all State Railways. This point need not therefore be considered.

Higher rates of travelling allowance on R.-M. S. Railway (2). The higher rates of allowances came into force from 1st January 1886, and therefore do not affect the revenues of 1885.

(3). It is hardly practicable to show what men on the pensionable staff have been replaced by non-pensionable hands. The actual savings owing to transfers and reductions have been considered and allowed for, but the prospective benefit to Government in such transfers or replacements cannot be calculated.

(4). The effect of excluding half the loss by exchange from the total capital outlay on which the Company guarantee a return of 5 per cent. is to enhance the surplus earnings to the extent of 5 per cent. on half these indirect charges, and consequently to increase the $\frac{1}{2}$ th portion of such surplus payable to the Company. Therefore in 1885 the Company partook of such enhanced surplus, and as the amount actually paid has been included as a positive loss nothing further has to be considered in this connection.

(5). The advantage to the State indicated here partakes more of the nature of a security than of any additional income or revenue. The Government is assumed to be liable for (A) 4 per cent. on capital outlay, whereas it is guaranteed (B) 5 per cent. on capital outlay plus $\frac{1}{2}$ loss by exchange as at 1st January 1885.

Assuming that 4 per cent. is payable on the total capital *plus* the whole of the indirect charges which is not the procedure on State lines, B will always be greater than A, to say nothing of the $\frac{4}{5}$ ths surplus earnings accruing to Government. Therefore Government are secured against any failure on the part of the State line to pay interest on the borrowed capital, but this security does not affect the actual revenues of the line which are neither enhanced nor diminished. The advantage cannot therefore be written down in a sum of money and would only be worth considering if the Railway failed to yield the guaranteed 5 per cent. on capital cost which was not the case in 1885, and is hardly likely to occur.

Revenue.

19. The foregoing remarks have reference to items of loss and gain in expenditure only with the exception of the reduction in rates for carriage of materials over the Bombay, Baroda and Central India Railway to the Rájputána-Málwa Railway.

20. The alteration in the rates and fares of the Rájputána-Málwa Railway during 1885 also affects the results above arrived at.

21. To ascertain to what extent this has been the case would be a formidable undertaking, as it would necessitate the overhauling of the initial accounts of 278 stations for 26 weeks and the preparation therefrom of revised accounts. The following information will, it is therefore hoped, suffice to show in what way it influences the case, although it is quite impossible under the circumstances to estimate what is the actual money result.

22. In the first half of 1885 no changes were made in the rates and fares of the Rájputána-Málwa Railway.

23. The following statement shows what changes were introduced in the passenger fares on 1st July 1885:—

RÁJPUTÁNA-MÁLWA RAILWAY.

Passenger Fares.

	Up to 30th June 1885		From 1st July 1885.	
		18 pies per mile.		15 pies per mile.
Changes in coaching rates,	1st Class Single	18	}	25 do.
	„ Return Ordinary	24		
	„ Four-monthly	27		
	2nd Class Single	9	}	13 do.
	„ Return Ordinary	12		
	„ Four-monthly	13½		
	3rd Mail, first 100 miles	2½ pies per mile.	}	No change.
	Next 100 „	2½ „		
	Next 200 „	2½ „		
	Above 400 „	2 „		
	3rd By Mixed-Ordinary	2 „		

Note.—Intermediate Class passengers were not booked through.

24. The fares on the Bombay, Baroda and Central India Railway during 2nd half of 1885 were as follows:—

B. B. LOCAL PASSENGER FARES.

From 1st July 1885.

Coaching fares on B, B. & C. I. Railway.	1st Class Single	12 pies per mile.
	„ Return	20 do.
	2nd „ Single	6 do.
	„ Return	10 do.
	3rd „ Between Ahmedabad and Bombay	3 do.
	„ Ahmedabad and Wadhwan	2½ do.
	„ Ordinary	2½ do.

Method of ascertaining proportion of through rate due to each system.

25. In addition to the foregoing alterations the following rule has been applied to ascertain the proportion due to each system of the combined Railways in through-booking of passengers:—

The charge to a passenger booking from a station on the Rájputána-Málwa Railway to a station on the Bombay, Baroda and Central India Railway, and *vice versa*, is arrived at by adding the local fares of the two Railways, but the amount credited to each system of this total is ascertained by dividing it in mileage proportion of the two systems over which the passenger travelled.

26. The result of this rule has been in some cases to still further reduce the mileage fares of the Rájputána-Málwa Railway not to the benefit of the passenger but to the benefit of the Bombay, Baroda and Central India Railway, the fares of the latter Railway being less than those of the Rájputána-Málwa Railway. For instance, in the case of first-class passengers there has been on the Rájputána-Málwa Railway an absolute reduction in fare of 3 pies per mile and a further reduction varying according to the distance travelled owing to the operation of the rule of division of earnings above mentioned.

Example showing the result of division in mileage proportion. 27. The following examples will show how the fares of the Rájputána-Málwa Railway are reduced by the division in mileage proportion :—

(1). A first-class passenger booking from Delhi to Church Gate would be charged as follows :—

R.-M. Railway fare	R	a.	p.
B., B & C. I. Railway fare	45	5	0
	19	5	0
Total Charge	64	10	0

Mileage.

Delhi to Ahmedabad	530	which would be credited to the two Railways as follows :—
Ahmedabad to Church Gate	309	
	889	

R.-M. Railway	R	a.	p.
B., B & C. I. Railway	42	3	0
	22	7	0
Total	64	10	0

R42-3-0 is equal to 13.96 pies per mile against the reduced mileage rate of 15 pies.

Take another Example—

(2). A first-class passenger booking from Pálanpur to Church Gate would be charged as follows —

R.-M. Railway fare	R	a.	p.
B., B & C. I. Railway fare	6	8	
	19	5	0
	25	13	0

Mileage.

Pálanpur to Ahmedabad	83	This would be credited to the two Railways as follows :—
Ahmedabad to Church Gate	309	
	392	

R.-M. Railway	R	a.	p.
B., B & C. I. Railway	5	7	0
	20	6	0
	25	13	0

R5-7-0 is equal to 12.57 pies per mile instead of 15 pies.

It will be noticed that in the case of third-class passengers Bombay, Baroda and Central India Railway fares are higher than those on the Rájputána-Málwa Railway. The loss to the latter Railway on first and second class passengers would therefore be partly compensated by gain in the third-class passengers. To ascertain to what extent this has been the case would necessitate a detailed analysis of the station accounts. The number of passengers booked through between the two systems during the 2nd half of 1885 were as follows :—

First Class.	Second Class.	Third Class.	Total.
No.	No.	No.	No.
800	1,090	9,626	11,516

Goods Rates.

28. Before the 1st of July 1885 the class rates on the Bombay, Baroda and Central India and Rájputána-Málwa Railways were based on the following basis :—

BOMBAY-BARODA RAILWAY.				RÁJPUTÁNA-MÁLWA RAILWAY.			
Pie per maund per mile.				Pie per maund per mile.			
1st Class	.	.	0.4	0.35			
2nd "	.	.	0.6	0.525			
3rd "	.	.	0.8	0.7			
4th "	.	.	1.0	0.85			
5th "	.	.	1.2	1.0			
Special Class Goods	.	.	0.29				
					A.	B.	C.
				1 to 100	0.35	0.525	0.35
				101 to 200	0.25	0.525	0.35
				201 to 300	0.15	0.30	0.25
				301 to 400	0.15	0.20	0.25
				Over 400 miles	0.10	0.10	0.15
Terminal charge 4 pies.				3 pies			

29. From 1st July 1885 the rates in force on the Rájputána-Málwa Railway were adopted in quoting through rates and the terminal on the Bombay-Baroda was reduced from 4 to 3 pies per maund in through-booking *viâ* Sábarmati.

30. The through grain and seeds rates to Bombay from Delhi and Agra, *viz.*, 0-11-0 for wheat, 0-11-6 for other grains, were allowed to remain unaltered, and as the freight charges on this traffic were divided on mileage both before and after the 1st July 1885 there was no loss or gain to the Rájputána-Málwa Railway from this important item of goods traffic.

31. The through grain and seeds rates from all stations on the Rájputána-Málwa Railway to Bombay remained unaltered on the 1st July 1885.

32. For all A Class goods except grain and seeds, the through rates were made up as follows :—

On Rájputána-Málwa Railway both before and after 1st July 1885 :—

	Per maund per mile.
From 1 to 100 miles	0.35
" 101 to 200 "	0.25
" 201 to 300 "	0.15
Over 400 miles	0.10

On Bombay, Baroda and Central India Railway—

Before 1st July 1885.

After 1st July 1885.

Special class 0.29 pie. { 0.20 pie per maund per mile, if booked to Bombay. 0.25 pie per maund per mile, to other stations on the Bombay, Baroda and Central India Railway.

33. Out of nearly 35 articles comprised in A Class goods salt from Khárághoda to Rájputána-Málwa Railway forms an important item of traffic, 40,776 tons having been booked during the 2nd half of 1885. The bulk of this salt traffic was for stations more than 300 miles distant from Sábarmati, the average rate for which according to the sliding scale would be 0.22 pie, and as the Bombay-Baroda rate was 0.03 pie more than that, the Rájputána-Málwa Railway were gainers to a certain extent in dividing the freight charges by mileage. But this gain must be very trifling as the distance from Khárághoda to Sábarmati is 59 miles.

34. There were also alterations in the rates for iron, tobacco, wool, cotton pressed and piece goods over the Bombay-Baroda, the Rájputána-Málwa Railway rates remaining unaltered. The division of freight charges on mileage proportion must have affected the Rájputána-Málwa receipts, but in absence of any record of station-to-station traffic for the several commodities it is not possible to estimate the extent to which the receipts have been affected.

35. In concluding these remarks it may be noticed that it is very probable that the modification in the Rájputána-Málwa Railway rates and fares, and particularly the division with Bombay, Baroda and Central India Railway Company of the through-traffic receipts upon a mileage basis, has on the whole proved detrimental to the interests of the State Railway, and that had the financial result of these changes been approximately ascertainable, it would have considerably augmented the loss exhibited in this memorandum. But apart altogether from this, the actual loss of income as set forth in the attached statements represented by R6,51,844 as regards the State Railway, and by R3,58,608 in respect of Imperial Revenues, is virtually a handsome bonus to the Railway Company, unattended by any appreciable advantage. The changes in the supervising staff have not resulted in any practical economy but have rather enhanced the cost of working, nor can it be said that any direct benefit has yet accrued to the State Railway from the unity of management, for with the single exception of the office of Agent (or Manager) the management of the two lines is virtually as distinct as ever, no fusion of the various offices and subordinate establishments having yet been attempted. Any additional traffic attracted to the State Railway under these circumstances can hardly be the result of the amalgamation, but must be regarded as a normal expansion of business independent of the lease of the State line to the Bombay, Baroda and Central India Railway Company.

FRANK MORISON,
Examiner, Guaranteed Railway Accounts.

Bombay, 28th July 1886.

TABLE A.

Statement showing the Losses and Savings resulting to the Rájputána-Málwa Railway from the amalgamation with the Bombay, Baroda and Central India Railway during 1885.

PARTICULARS.	1ST HALF OF 1885.		2ND HALF OF 1885.		1885	
	Gain	Loss	Gain	Loss	Gain	Loss
	R	R	R	R	R	R
Savings due to transfers from the R. M. Railway owing to reductions	14,361		15,761	.	30,122	
Share of General Traffic Manager's office transferred to B, B. & C. I. Railway . . . . .	...	..	{ 2,902 547 }	..	3,449	...
Reductions in Establishment—Audit and Accounts . . . . .	.	.	7,719		7,719	..
Reduction in rates of carriage of R.-M. materials over B, B. & C. I. Railway	1,41,000	...	48,000		1,80,000	.
Share of Government supervision and control . . . . .	...	50,400	.	50,400		1,00,800
Do. of B, B & C I. Railway Home Board Establishment charges . . . . .	...	30,158	..	38,143	.	68,301
Police charges debited for the first time. . . . .	...	38,188	..	35,265	.	73,453
Contributions for leave and pension . . . . .	...	79,476	...	78,482	.	1,57,958
Stationery charged for the first time . . . . .	...	.	..	40,603		40,603
Share of staff for revising Coaching and Goods traffic . . . . .	...	1,862	..	...		{ 1,362
Share of Chief Storekeeper's salary and office . . . . .	...	1,280	...	475	...	* { 1,755
Do. of Agent's office-rent . . . . .	...	543	...	523	...	{ 1,066
½th share of surplus earnings paid to Railway Company . . . . .	...	2,69,894	...	1,66,942	...	4,36,836
	1,55,361	4,71,801	74,929	4,10,883	2,30,290	8,82,134
Net Loss to the Railway	3,15,940		3,35,904		6,51,844	

* R4,183.

TABLE B.

Statement showing the items of Gain or Loss to the Revenues of the Bombay, Baroda and Central India Railway resulting from the amalgamation with the Rájputána-Málwa Railway.

PARTICULARS.	1ST HALF OF 1885.		2ND HALF OF 1885.		1885.	
	Gain.	Loss.	Gain.	Loss.	Gain.	Loss.
	R	R	R	R	R	R
Reduction in the charges under Agency . . .	756	...	1,531	...	2,287	...
Do. in the Home Board Establishment charges . . .	12,485	...	15,816	...	28,301	...
Do. in Chief Storekeeper's salary . . .	75	...	1,200	...	1,275	...
Do. in do. Office Establishment charges . . .	...	...	1,185	...	1,185	...
Proportion of rent, &c., debited to R.-M. Railway . . .	...	...	934	...	934	...
Do. of General Traffic Manager's salary transferred to R.-M. Railway . . .	...	...	...	2,902	...	2,902
Do. of General Traffic Manager's Office Establishment transferred to R.-M. Railway . . .	...	...	...	547	...	547
Do. of rent, &c., transferred from R.-M. Railway . . .	...	...	...	810	...	810
Decrease in earnings from carriage of R.-M. Railway materials . . .	...	1,41,000	...	48,000	...	1,89,000
	13,316	1,41,000	20,666	52,259	33,982	1,93,259
Net Loss to the Railway . . .	1,27,684		31,593		1,59,277	
Moiety borne by Government as per table D. . .					79,638	
Moiety borne by the B., B. & C. I. Railway . . .					79,639	
Add—½th Surplus Profits of R.-M. Railway paid to the Company . . .					4,36,836	
Net Gain to the B., B. & C. I. Railway Company . . .					3,57,197	

TABLE C.

Statement showing the probable Amount saved to Imperial Revenues from Charges in Table A borne by the Revenues of the Railway for 1885.

	1ST HALF OF 1885.		2ND HALF OF 1885.		1885.	
	Gain.	Loss.	Gain.	Loss.	Gain.	Loss.
	R		R		R	
Charges for supervision and control . . .	50,400	...	50,400	...	1,00,800	...
„ for Police . . .	38,188	...	35,265	...	73,453	...
Contribution for leave and pension . . .	79,476	...	78,482	...	1,57,958	...
Charges for stationery . . .	20,301	...	20,302	...	40,603	*
Total Saving to Government . . .	1,88,365	...	1,84,449	...	3,72,814	...

* Divided equally between two half-years.

TABLE D.

Statement showing the net Loss to Government on their Moiety of Surplus Profits of the Bombay, Baroda and Central India Railway for 1885 resulting from the Charges noticed in Table B.

	1ST HALF OF 1885.		2ND HALF OF 1885.		1885.	
	Gain.	Loss.	Gain.	Loss.	Gain.	Loss.
	R	R	R	R	R	R
Moiety of expenditure transferred to Rájputána-Málwa Railway . . .	6,658	...	10,338	...	16,991	...
Moiety of expenditure transferred from Rájputána-Málwa Railway to Bombay, Baroda and Central India Railway . . .	...	...	...	2,129	...	2,129
Moiety of decrease in receipts for carriage of Rájputána-Málwa materials . . .	...	70,500	...	24,000	...	94,500
Net Loss to Government . . .	6,658	70,500	10,338	26,129	16,991	96,629
	68,842		15,796		79,638	

APPENDIX F.

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Summary showing the net Loss to the Imperial Revenues during the two halves of 1885 resulting from the Lease of the Rájputána-Málwa Railway to the Bombay, Baroda and Central India Railway Company.

	1ST HALF OF 1885.		2ND HALF OF 1885.		1885.	
	Gain.	Loss.	Gain.	Loss.	Gain.	Loss.
	₹	₹	₹	₹	₹	₹
Per Table A . . . . .	...	3,15,940	...	3,35,904	...	6,51,844
„ Table C	1,88,365	...	1,84,449	...	3,72,814	...
„ Table D . . . . .	...	63,842	...	15,796	...	79,638
TOTAL	1,88,365	3,79,782	1,84,449	3,51,700	3,72,814	7,31,482
Net Loss to Government	1,91,417		1,67,251		3,58,668	

Summary showing the net Gain to the Bombay, Baroda and Central India Railway Company during the two halves of 1885 resulting from the Lease of the Rájputána-Málwa Railway.

	1ST HALF OF 1885.		2ND HALF OF 1885.		1885.	
	Gain.	Loss.	Gain.	Loss.	Gain.	Loss.
	₹	₹	₹	₹	₹	₹
Per Table B . . . . .	...	1,27,684	...	31,593	...	1,59,277
$\frac{1}{2}$ surplus profits of Rájputána-Málwa Railway	2,69,894	...	1,66,942	...	4,36,836	...
Net Gain	1,42,210	...	1,35,349	...	2,77,559	...
Add—Moiety of loss borne by Government per Table D	63,842	...	15,796	...	79,638	...
Total net Gain	2,06,052	...	1,51,145	...	3,57,197	...

APPENDIX G.

This Indenture made the Twenty-eighth day of October, 1885, Between THE SECRETARY OF STATE IN COUNCIL OF INDIA of the one part and THE SOUTHERN MAHRATTA RAILWAY COMPANY LIMITED of the other part upon the occasion of the Secretary of State in Council of India having under section 48 of an Indenture dated the 1st day of June 1882 made between the Secretary of State in Council of India of the one part and the said Company of the other part and hereinafter referred to as the original Contract required the Company at once to construct the line of railway following that is to say an extension from Belgaum to join the Great Indian Peninsula Railway at or east of Poonah hereinafter called the West Deccan Line.

WITNESSETH and it is hereby agreed and declared as follows :

1. These presents are supplementary to the original Contract and shall be called The West Deccan Contract and the terms "The Secretary of State" and "The Company" shall respectively mean the same herein as in the original Contract in that behalf specified.

2. The original Contract shall be read and acted on :—

As if instead of the sum of £3,000,000 therein mentioned the sum of £5,000,000 had been therein mentioned ;

As if instead of Bankapur in the third section thereof mentioned Rani-Benar had been therein mentioned ;

As if instead of the rate of $4\frac{1}{2}$ per cent. in section 30 thereof mentioned the rate of 4 per cent. had been therein mentioned and as if at the end of that section there were added the words following "but so that such interest shall be payable only as in section 42 provided ;"

As if instead of the sum of R15,000 in section 39 thereof mentioned the sum of R23,000 had been therein mentioned ;

As if instead of the 30th day of June 1887 in section 42 thereof mentioned the 30th day of June 1889 had been therein mentioned ;

As if instead of the words in the proviso to the said 42nd Section contained beginning with the words "one-eighth" and ending with the word "Contract" both inclusive there had been therein contained the words following "the amount of the equivalent for further interest at $\frac{1}{2}$ per cent. per annum paid by the Secretary of State for the same half-year."

As if in section 55 there had been inserted before the words "borrow any money" the words following, *viz.* "except for the purpose of repaying to the Secretary of State any money carrying interest in his favor under the provisions of proviso (b) of section 3 of the West Deccan Contract."

As if after every reference or mention in section 69 thereof made to or of the original Contract a similar mention or reference were made of or to the West Deccan Contract ;

and shall also be subject to sections 3 and 4 hereof.

3. The Company having recently with the sanction of the Secretary of State and by the issue at par of $3\frac{1}{2}$ per cent debentures raised the sum of £1,700,000 and paid the same into the Bank of England to the credit of the Secretary of State may by the issue of such debentures as the Secretary of State shall sanction raise further sums not exceeding in the aggregate inclusive of premiums (if any) received by the Company £300,000 and shall pay the sums so raised inclusive of such premiums (if any) as aforesaid to the same credit. The said sum of £1,700,000 and such further sums (if any) as shall be so raised and paid to the said credit as aforesaid shall be taken in part payment of the said sum of £5,000,000.

PROVIDED ALWAYS

(a.) That if the Secretary of State shall provide any sums of money for or towards the payment of the Capital sums secured by the said debentures issued or to be issued hereunder or any of them then so long as the sums so provided shall not have been repaid to him by the Company under proviso (b) of this section the Secretary of State shall be relieved from all liability to pay any equivalent for interest to the Company in respect of such an amount of the said sums so taken in part payment as aforesaid as shall from time to time be equal to the aggregate of the moneys so provided and not so repaid as aforesaid and the like amount shall carry interest in favour of the Secretary of State at the rate of $3\frac{1}{2}$ per cent. per annum but only as expenditure attributable to revenue and in such manner as if at the end of sub-section 3 of section 42 of the original Contract there were added the words following :—

"Of the interest accrued in his favour under section 3 proviso (a) of the West Deccan Contract and not previously paid to him and"

- (b.) That the Company may at any time out of the proper moneys of the Company not otherwise payable to the credit of the Secretary of State hereunder or under the original Contract repay to him any sums so provided by him as aforesaid and may raise any money required for such repayment by the issue at a price not less than par of debentures carrying interest at the rate of $3\frac{1}{2}$ per cent. per annum or a less rate and any debentures proposed to be issued for such purpose shall to an amount not exceeding the sum required for such repayment and for payment of the costs of issue be endorsed by the Secretary of State with an endorsement similar to that borne by the debentures already issued.
- (c.) That if by reason of the Company failing to discharge the interest payable by them on any of the said debentures the Secretary of State shall advance any sums of money for or towards payment of the said interest in addition to the sums payable by him under the said original Contract as hereby varied the sums so advanced shall thereupon become due to him from the Company and so long as the same shall remain due shall carry interest in his favour at the rate of 4 per cent. per annum and may with such interest be retained by him out of the moneys then or then next payable by him to the Company under section 27 of the original Contract.
- (d.) That save as herein otherwise provided the Secretary of State shall indemnify the Company its property and effects against its liabilities in respect of the payment of any capital sums payable by the Company in respect of any of the said debentures and
- (e.) That the Secretary of State shall upon the expiration of the original Contract whether by efflux of time or otherwise be entitled to deduct and retain out of the moneys otherwise payable by him to the Company under section 64 of the original Contract an amount equal to the aggregate of the capital sums secured by such of the said debentures if any as shall then be outstanding and of such sums if any as shall have been so provided or advanced by the Secretary of State as aforesaid and not have been afterwards repaid to or retained by him hereunder and of any interest due to him under sub-section (c) hereof.

4. After the 28th day of February 1885 there shall be substituted for section 27 of the original Contract the section following:—

“The amount for the time being paid by the Company in respect of the said sum of £5,000,000 is in this section called the Prescribed Capital and the amount if any for the time being paid by the Company under section 26 in excess of the Prescribed Capital is in this section called the Excess Capital. For the purposes of this Section the Prescribed Capital shall be divided into three parts—

“Part A—being equal to the aggregate of the moneys for the time being paid up on shares of the Company registered in the Company’s English Share Register and applied by the Company (i) towards payment of the Prescribed Capital (ii) in discharge of the capital sums secured by any debentures issued under the West Deccan Contract or (iii) in repayment to the Secretary of State of moneys provided by him for payment of such capital sums as last aforesaid.

“Part B—being equal to the aggregate for the time being of the moneys paid up on shares of the Company registered in the Company’s Indian Share Register and so applied as aforesaid.

“Part C—consisting of the remainder of the Prescribed Capital.

“The Secretary of State will out of the revenues of India pay to the Company during the continuance of this Contract the equivalent of interest at the rate of $3\frac{1}{2}$ per cent. per annum on the Prescribed Capital and of interest at the rate of 3 per cent. per annum on the Excess Capital. And up to and inclusive of the first day of June 1889 (if this Contract shall so long continue) the equivalent of further interest at the rate of $\frac{1}{2}$ per cent. per annum on parts A and B of the Prescribed Capital.

“The abovementioned equivalents shall be calculated and paid as follows:—

“As to part A of the Prescribed Capital and as to so much of the Excess Capital if any as may be paid to the credit of the Secretary of State in England calculated to the 30th day of June and the 31st day of December and paid on the 1st day of July and the 1st day of January in London in sterling.

“As to part B of the Prescribed Capital and as to so much of the Excess Capital if any reckoned in rupees as may be paid to the credit of the Secretary of State in India calculated to the 30th day of June and the 31st day of December and paid on the 1st day of July and the 1st day of January in India in rupees and

“As to part C of the Prescribed Capital calculated to and paid on the 1st day of April and the 1st day of October in London in sterling.”

5. If for the settlement of any transactions other than those for which specific provision is made as to the rate of exchange arising between the Secretary of State and the Company it becomes necessary to decide at what rate of exchange any sums shall be converted from Indian currency into sterling money or *vice versa* the rate to be adopted shall be the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India in the half-year in which the transactions may have occurred or if the Secretary of State shall not have drawn bills on India for so much as three months out of the half-year in which the transactions may have occurred then at the average rate obtained during the said half-year for the best commercial bills payable on demand drawn in London on India such average rate to be decided by the Comptroller General at Calcutta.

IN WITNESS whereof Lieutenant-General Richard Strachey C.S.I. and Sir Frederick James Halliday K.C.B. being two Members of the Council of India have hereunto set their hands and seals and the Southern Mahratta Railway Company Limited have hereunto caused their common seal to be affixed the day and year first above written.

APPENDIX H.

This Indenture made the 2nd day of October 1885 between THE SECRETARY OF STATE FOR INDIA IN COUNCIL of the one part and THE INDIAN MIDLAND RAILWAY COMPANY LIMITED of the other part WITNESSETH and it is hereby agreed and declared as follows :—

INTERPRETATION OF TERMS.

1. In this Contract—

The expression “The Secretary of State” means the Secretary of State for India in Council for India.

The expression “The Company” means The Indian Midland Railway Company Limited.

The expression “Government Treasury in India” means a Treasury in India of Her Majesty’s Indian Government.

The expression “The projected railway” means and includes the line of railway and several branch lines of railway mentioned in the third section of this Contract.

DURATION OF CONTRACT.

2. This Contract shall continue in force until it shall be determined under any provision hereinafter contained in that behalf.

CONSTRUCTION OF LINES.

3. Subject to the requisite funds being provided according to the stipulations in that behalf in the 32nd 34th and 58th Sections hereinafter contained the Company shall with due diligence and expedition and in accordance in all respects with the directions of the Secretary of State construct on routes to be determined by him and on land to be provided by him as hereinafter stipulated the line of railway and several branch lines of railway next hereinafter mentioned (that is to say) :—

A line of railway from Bhopal to Cawnpore *via* Jhansi

A branch line of railway from Jhansi to Gwalior

A branch line of railway from Jhansi to Manikpur and

A branch line of railway to Saugor from a point near Etáwah to be determined by the Secretary of State

together with all such stations station yards offices warehouses houses for employés conveniences and works as in the opinion of the Secretary of State shall be necessary or proper for the purposes of the projected railway either as regards the due working of the same or as regards the permanence of the same and the protection of the same from destruction or injury by inundation tempest or otherwise. The projected railway shall be of the 5 feet 6 inches gauge and shall in general structural character conform in all respects with the now established standard of railways in British India of that gauge surveys designs and estimates in relation to the construction or execution of the projected railway and the stations and other works to be constructed under this section shall if required be furnished by the Company to the Secretary of State and be subjected to his approval or the Secretary of State may furnish designs to the Company and the Company shall in that case be bound to follow them.

NOTIFICATION TO COMPANY OF ROUTE OF RAILWAYS.

4. The Secretary of State shall from time to time notify to the Company the route of the projected railway so far as such route shall from time to time have been determined by him.

SITUATION OF STATIONS, &c.

5. The Secretary of State shall have power to determine the situation and dimensions of all stations station yards offices warehouses houses for employés conveniences and works to be constructed in connection with or as part of the projected railway.

AS TO CERTAIN EXISTING SURVEYS WORKS, &c.

6. All surveys plans and works which the Secretary of State has caused to be made and executed with the view of facilitating and expediting the construction of the projected railway or some part or parts thereof and also all rolling stock plant or machinery which he may have provided in relation to the construction of the projected railway or any part or parts thereof shall be made over to the Company and the cost of the said surveys plans and works rolling stock plant and machinery as stated by the Secretary of State shall be paid to him by the Company and any now existing obligations or liabilities of the Secretary of State under contracts for the execution of works previously mentioned in this section shall be discharged by the Company.

AS TO PROVIDING LAND.

7. Subject and without prejudice to the stipulations contained in the next succeeding section of this Contract the Secretary of State shall from time to time provide the land which he shall consider requisite for the construction of the projected railway and for the stations station yards offices warehouses houses for employes conveniences and works necessary or proper for the purposes of the same railway and shall allow the Company to have possession of the land so provided. The Company shall from time to time with the sanction of the Secretary of State as soon as practicable relinquish to the Secretary of State such of the land of which the Company shall have been allowed possession under this section as shall for the time being have become unnecessary to be retained possession of by the Company for any of the purposes of this Contract. And as often as in the opinion of the Secretary of State it shall appear to be unnecessary that the Company shall retain possession of any particular land of which the Company shall have been allowed possession under this section or of which possession shall have been allowed or delivered to the Company under any other provision in this Contract the Secretary of State shall certify such his opinion to the Company. Upon receipt of such certificate or so soon thereafter as may be the Company shall state in writing whether it acquiesces in the opinion of the Secretary of State or whether it objects thereto and if so the grounds of its objection. If no objection is stated by the Company or if the grounds of its objection (if any) are not in the opinion of the Secretary of State sufficient the Company shall upon the requisition of the Secretary of State forthwith relinquish to him the land in question.

8. The obligation of the Secretary of State under the last preceding section to provide land shall as to any land therein mentioned which may be situate in territory not directly governed by Her Majesty or Her Majesty's Indian Government not become absolute unless or until the Secretary of State shall himself acquire the land which he shall not be under positive obligation to do although he intends to acquire it if he can obtain it on reasonable terms by negotiation with any State or States concerned. If the Secretary of State shall declare that he is unable to obtain the land which he shall consider requisite for the purposes of the projected railway the Company may terminate this Contract by giving in writing twelve months' notice of its intention in that behalf to the Secretary of State.

EQUIPMENT WITH ROLLING STOCK, &c.

9. The Company shall with all speed equip the projected railway so far as from time to time constructed with rolling stock plant and machinery to the satisfaction of the Secretary of State and if the Secretary of State shall be of opinion that the Company shall at any time have failed duly to perform its obligations under this section he may himself from time to time equip or complete the equipment of the projected railway or any part thereof with the particulars or any of the particulars specified in this section.

OPENING FOR PUBLIC TRAFFIC.

10. The Company shall from time to time when and as often as an inspecting officer acting on behalf of the Secretary of State shall have certified that any part of the projected railway is fit for the convenience of passengers and goods and properly equipped with rolling stock plant and machinery forthwith open the same part for public traffic.

TELEGRAPHS.

11. The Secretary of State may from time to time establish such electric telegraphs as he shall think fit along or upon the projected railway or any part or parts thereof or any land or works belonging thereto and may maintain and work the same electric telegraphs as he shall think fit and it shall be lawful for him for such purposes or any of them (in addition to the general powers which it is hereby declared that he shall at all times have of entering by agent or otherwise upon all or any land of which he shall pursuant to this Contract have allowed the Company to have possession) to enter at all times by his agents workmen or others on any part or parts of the projected railway or the lands or works belonging thereto and to erect place maintain make do and execute thereon all such buildings machinery works appliances acts and things as the Secretary of State shall consider necessary or proper in relation to the construction maintenance use and working of the said electric telegraphs. The Secretary of State shall be exclusively entitled to the possession of all buildings machinery works and appliances erected or brought by him under the powers conferred on him by this section on the projected railway or on any land or works belonging thereto. The Company shall at all times furnish the Secretary of State with such free passes over the projected railway or any parts thereof as he shall require for persons employed by him in or about or in connection with the construction maintenance working or inspection of the electric telegraphs mentioned in this section or any buildings machinery works or appliances appertaining thereto.

12. The Secretary of State shall from time to time allow the Company to have the exclusive use of any such electric telegraphs and telegraphic appliances as he shall from time to time

consider proper to be used by the Company for the purpose of safely or efficiently working the projected railway or any part or parts thereof. The Secretary of State shall maintain and keep in good repair and in good working condition the electric telegraphs and telegraphic appliances of which the Company shall for the time being be allowed to have the use.

13. The Company shall from time to time upon demand by or on behalf of the Secretary of State pay into such Government Treasury in India as shall from time to time be appointed for the purpose by the Secretary of State the amount which the Secretary of State shall from time to time require the Company to pay in respect of the charges made from time to time by the Telegraph Department of Her Majesty's Indian Government for rent maintenance and inspection of the electric telegraphs and telegraphic appliances of which the Secretary of State shall from time to time under the last preceding section have allowed to the Company the exclusive use such charges not to be in excess of similar charges for the time being in force in the case of State Railway Telegraphs.

14. The Company if so directed by the Secretary of State shall in relation to any electric telegraphs or telegraphic appliances of which under the 12th section of this Contract it shall for the time being be allowed to have the use observe the rules applicable to telegraphs and telegraphic appliances which shall for the time being be in force in the case of State Railway Telegraphs or such of the said rules as the Secretary of State may from time to time prescribe to be observed by the Company and the Company if so directed by the Secretary of State shall account in such manner as shall be prescribed by the rules which shall for the time being be in force in relation to State Railway Telegraphs or as the Secretary of State shall require for the receipts derived from the working of telegraphs and telegraphic appliances.

AS TO THE MAINTENANCE AND MANAGEMENT OF THE PROJECTED RAILWAY.

15. The Company shall keep the projected railway and the stations and works belonging thereto in good repair. And shall also keep so much of the projected railway as for the time being shall have been opened for public traffic and the stations and works belonging to the part which for the time being shall have been so opened in good working condition and fully supplied with rolling stock plant machinery and stores to the satisfaction of the Secretary of State and whenever the Secretary of State shall be of opinion that the Company is in any default as to any of the matters before mentioned in this section he may in writing notify the fact to the Company specifying in such writing the general nature of the defect and unless the defect be remedied by the Company within one calendar month after the notification thereof by him to the Company may himself remedy it

16. The Company shall keep the rolling stock machinery and plant for the time being belonging to the projected railway and to every part thereof in good repair and in good working condition to the satisfaction of the Secretary of State and whenever the Secretary of State shall be of opinion that the Company is in default as to any matter before provided for in this section he may himself remedy the defect.

17. The Company shall maintain a sufficient staff to the satisfaction of the Secretary of State for the purposes of so much of the projected railway as shall for the time being have been opened for public traffic.

18. The Secretary of State may from time to time by notice in writing require the Company to carry out any alteration improvement or addition that may in his opinion be necessary for the safety of passengers or of the public or for the effectual working of the railway to be made in or to any part of the projected railway or any of the stations or works belonging thereto. Such notice shall specify the alteration improvement or addition required and shall also in general terms describe the works to be executed for the purpose of effecting the same. On receiving any such notice the Company shall with all reasonable speed execute the works described therein the Secretary of State providing any land that may be requisite for the purposes of such works. If in any case the Company shall neglect to proceed with the works prescribed in any such notice as specified in this section or fail to complete the same to the satisfaction of the Secretary of State the Secretary of State may execute the works in respect of which the Company is in default. The Secretary of State and the Company respectively shall as to any works executed under this section either by the Company or the Secretary of State and the land appropriated thereto be as nearly as may be but subject and without prejudice to the subsequent provisions of this Contract in the like relative positions as if the works had been works constructed under the third section of this Contract and the land had been land provided under the seventh section of this Contract.

AS TO DANGEROUS ROLLING STOCK, &c.

19. The Secretary of State may from time to time prohibit the Company from using any engine carriage wagon vehicle machine or appliance of any description whatsoever of which the use shall be declared by a duly authorised inspecting officer acting on behalf of the Secretary of State to be attended with danger to passengers or to the public and the Secretary of State may by taking into his custody such engine carriage wagon vehicle machine or appliance or by such other means as he shall think fit to employ prevent the Company from using the same.

POLICE.

20. The Secretary of State shall provide and maintain for the purposes of so much of the projected railway as shall for the time being have been opened for public traffic such a force of police as the Company with the approval of the Secretary of State shall from time to time require and the Secretary of State may in his discretion from time to time detail provide and maintain in relation to so much of the projected railway as shall for the time being have been opened for public traffic any force of police (either in addition to any then existing force or otherwise) which he may deem requisite for the preservation of law and order. Three equal tenth parts of the cost of providing and maintaining the aggregate force of police from time to time employed under this section in relation to the projected railway (or any part or parts thereof) shall be borne by the Secretary of State as part of the general expenditure of Her Majesty's Indian Government.

21. If the Company shall desire to have police protection for any such part or parts of the projected railway as for the time being shall be under construction or shall not have been opened for public traffic the Secretary of State will from time to time (but at the sole cost of the Company) provide and maintain for the purpose a police force of such strength as shall from time to time be agreed upon in that behalf between himself and the Company.

22. The cost of providing and maintaining any force of police from time to time provided and maintained by the Secretary of State under either of the two last preceding sections in relation to the projected railway or any part or parts thereof shall be taken to be as from time to time stated by the Secretary of State.

AS TO WORKING THE RAILWAY, FARES, &c.

23. The Company shall until this Contract shall be terminated under any provision herein contained keep so much of the projected railway as for the time being shall have been opened for public traffic so opened and work the same and carry on thereon the business of carriers of passengers and goods in accordance with the provisions of the law of India for the time being.

24. The Company shall from and after the opening for public traffic of any part of the projected railway cause to be run upon such part of the projected railway as for the time being shall have been so opened so many trains at such times at such rates of speed between such places and with such conveniences and accommodations as the Secretary of State shall from time to time require.

25. The Company shall from time to time upon the requisition of the Secretary of State effect any alteration or improvement in the working of the projected railway or any part thereof that may in the opinion of the Secretary of State be necessary for the safety of passengers or of the public or for the effectual working of the projected railway or any part thereof.

26. The Company shall be entitled to charge the public for services rendered by way of conveyance on the projected railway of passengers and goods of different classes and descriptions at such rates only as shall for the time being be approved by the Secretary of State. The Company may from time to time and at the request of the Secretary of State shall submit for the approval of the Secretary of State maximum and minimum rates within which the Company is to be at liberty to charge for such services and the Secretary of State may approve such rates with such modifications as he shall think fit and may also from time to time require the Company to make such modifications in the maximum and minimum rates for the time being in force as he shall think fit. Provided always that as often as the Secretary of State shall require the Company to make any such modification as last aforesaid he shall give to the Company not less than six months' previous notice of his intention in that behalf in order to give the Company time to submit its views with reference to such modification. Provided also that when the Secretary of State shall declare that the case is one of public emergency it shall be sufficient for him to give such shorter notice as under the circumstances he shall consider reasonable. The Company shall not in making charges to the public for services mentioned in this section calculate any such charge at a rate which shall be either above the maximum or below the minimum rate for the time being applicable under this section to the particular service in respect of which the same charge is made or make any reduction by way of rebate or otherwise which shall have the effect of bringing any rate actually paid below such minimum. The term "goods" shall as regards this section include everything conveyed on the projected railway passengers only excepted.

The Company shall not as between members of the public make or give any undue or unreasonable preference or advantage to or in favor of any particular person or company or any particular description of traffic or subject any particular person or company to any undue or unreasonable prejudice or disadvantage. The Secretary of State shall have absolute power for the purposes of this section to decide whether any preference advantage prejudice or disadvantage is undue or unreasonable.

AS TO SERVICES RENDERED TO SECRETARY OF STATE ON THE PROJECT- ED RAILWAY.

28. All services which the Secretary of State shall require the Company to perform for any Department of Her Majesty's Indian Government whether Postal Military Police or otherwise or for high officials of such Government (including in such services the conveyance of mails as defined by the Post Office Act or Acts for the time being in force in British India the conveyance of Post Office servants when on duty the conveyance of troops and sailors military and naval establishments horses and other animals used for military purposes guns military stores and equipments the conveyance of police prisoners and paupers the conveyance of telegraph stores instruments officers and workmen and of any public stores whatever) shall be performed by the Company on the same general conditions as may for the time being be in force on railways of the 5 feet 6 inches gauge belonging to and worked by Her Majesty's Indian Government and at such rates as may be approved by the Secretary of State. Provided that nothing in this section contained shall be construed to override the previous provisions in this Contract as to the grant of free passes for certain employes of the Secretary of State.

29. The Company shall convey gold and silver bullion and coin and copper coin belonging to the Secretary of State and the persons in charge thereof at special rates to be from time to time approved by the Secretary of State.

30. The Company shall from time to time upon the requisition of the Secretary of State give precedence over all other traffic to his demands either for passenger or freight accommodation.

AS TO CARRIAGE OF STORES.

31. All stores intended to be used for any purposes of the projected railway or any part thereof (including stores intended to be used in or about the construction of any part of the projected railway or of any works or adjuncts of or pertaining to the same) shall be conveyed by the Company over the projected railway so far as opened for public traffic at rates to be approved by the Secretary of State such rates to be not less than the actual cost of conveyance.

PAYMENTS BY COMPANY TO GOVERNMENT AND PAYMENT OF INTEREST THEREON TO COMPANY.

32. The Company shall within such period and by such instalments as the Secretary of State shall prescribe pay into the Bank of England to the credit of the Secretary of State an aggregate sum of £3,000,000 to be raised in shares. Provided that the Company may discharge itself *pro tanto* of its obligations to pay the said aggregate sum of £3,000,000 by paying on account of Share Capital with the approbation of the Secretary of State any sum or sums of money not exceeding in the aggregate the equivalent in rupee currency at the rate in this section mentioned of £100,000 into any Government Treasury in India approved for the purpose by the Secretary of State and any sum or sums so paid in rupee currency shall be accepted by the Secretary of State as the equivalent of sterling money at the rate of 12½ rupees to the pound sterling.

33. The Secretary of State will during the continuance of this Contract out of the revenues of India pay to the Company half-yearly on the first day of July and the first day of January interest at the rate of 4 per cent. per annum calculated to the 30th day of June and the 31st day of December respectively on the amount which shall for the time being have been paid by the Company on account of share capital in respect of the sum of £3,000,000 mentioned in the last preceding section of this Contract. The interest on so much of the said amount of share capital as shall have been paid by the Company in sterling money shall be payable in sterling money to the Company in London and the interest on so much of the same sum as shall have been paid by the Company in India shall be payable in rupee currency to the Company in India.

34. The Company shall also within such period and by such instalments as the Secretary of State shall prescribe pay into the Bank of England to the credit of the Secretary of State a further aggregate sum of £3,000,000 and such further sum as shall be from time to time required for completing the works sanctioned by the Secretary of State under this Contract to be raised in such manner (by the issue of shares or of debentures or otherwise) and on such terms as shall be agreed upon between the Secretary of State and the Company and the Secretary of State will during the continuance of this Contract out of the revenues of India pay to the Company interest on the amount which shall for the time being have been paid by the Company under this section at 4 per cent. per annum or such other rate as may from time to time be agreed upon between the Secretary of State and the Company.

GENERAL STIPULATION AS TO MONEYS PAID BY COMPANY UNDER PRE- CEDING PROVISIONS.

35. Subject to the provisions of this Contract all moneys paid by the Company under the 32nd and 34th sections hereof shall when and as paid become the absolute property of the Secretary of State and he shall not be a debtor to the Company in respect of such moneys or any of them.

SUPPLY OF MONEY BY GOVERNMENT AND ANCILLARY THERETO.

36. All moneys which the Company shall require to defray expenditure by the Company under this Contract sanctioned by the Secretary of State shall be supplied to the Company by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company but if and as often as any advance for the time being required by the Company to defray expenditure under this Contract would together with the aggregate of all sums previously supplied to the Company under this section exceed the aggregate of the following particulars (that is to say)

- (1) The total amount of the payments for the time being made by the Company under the 32nd and 34th sections of this Contract so much of the payments last aforesaid as shall have been made in sterling money to be converted for the purposes of this present section into rupee currency at the rate of $12\frac{1}{2}$ rupees to the pound sterling
- (2) The total amount of such of the moneys which for the time being shall have become payable to the Secretary of State by the Company under the 37th section of this Contract as shall under the subsequent provisions of this Contract be attributable to account of capital
- (3) The value (to be determined by the Secretary of State) of such land (if any) as shall for the time being have been relinquished by the Company to the Secretary of State under the previous provisions hereof

the Secretary of State shall have the absolute right to decline to make the advance and moreover he shall when and as from time to time the expenditure of the Company under this Contract attributable to account of capital shall exceed the aggregate of the particulars specified in the several clauses respectively numbered (1) (2) and (3) in this present section be entitled to interest at the rate of $4\frac{1}{2}$ per cent. per annum on the excess whilst existing. For the purposes of this section all sums of sterling money except such as are in this section provided to be converted into rupee currency at the rate in this section previously mentioned shall be taken as having been converted into rupees at the respective rates at which the same sums shall respectively have been embodied in accordance with this Contract in the accounts of the Company kept in India under provisions hereinafter contained.

PAYMENT OF RECEIPTS OF COMPANY TO GOVERNMENT ACCOUNT.

37. All moneys whatsoever from whatever source arising or derived and whether attributable to Account of Capital or Revenue which shall during the continuance of this Contract be received by the Company and whether on its own behalf or as Agent of the Secretary of State or otherwise shall (with the exception only of moneys payable to the Secretary of State under the 32nd 34th and 58th sections of this Contract and of moneys paid by the Secretary of State to the Company under the 33rd 34th and 58th sections of this Contract or which it shall receive by virtue of the 6th sub-section of the 45th section of this Contract) be paid without deduction at such times and in such manner as the Secretary of State may from time to time direct in manner following (that is to say) as to moneys received elsewhere than in India by or on behalf of the Company into the Bank of England to the credit of the Secretary of State and as to moneys received in India by or on behalf of the Company into some Government Treasury in India to be from time to time approved for the purpose by the Secretary of State. All the moneys paid by the Company under this section shall when paid become the absolute property of the Secretary of State but nevertheless such of the same moneys as are under this Contract to be treated as received on account of revenue shall be subject to the provisions hereinafter contained as to the application thereof.

ATTRIBUTION OF RECEIPTS OF COMPANY TO CAPITAL AND REVENUE RESPECTIVELY.

38. Of the moneys to be so paid as provided by the last preceding section of this Contract such as shall have been received by or on behalf of the Company prior to the opening for public traffic of any part of the projected railway shall be treated as received on account of Capital and such as shall have been received by or on behalf of the Company after the opening for public traffic of the whole of the projected railway shall subject to the succeeding provisions of this section be treated as received on account of revenue. All such of the said moneys to be so payable as provided by the last preceding section of this Contract as shall have accrued from the sale of any property not paid for out of revenue on any occasion other than one on which the property sold is replaced by other property of the same or a similar character shall although the sale from which the same shall have been derived may have taken place after the opening for public traffic of the whole of the projected railway be treated as received on account of capital. And of the moneys to be so paid as provided by the last preceding section of this Contract derived by the Company subsequently to the opening for public traffic of part of the projected railway and prior to the opening for public traffic of the whole of the same railway such portions shall respectively be attributed to account of capital and such

portions to account of revenue as the Secretary of State shall from time to time determine having regard in so doing to the principles so far as applicable on which the previous provisions of this section are framed.

AS TO SANCTION BY SECRETARY OF STATE TO EXPENDITURE BY THE COMPANY.

39. No expenditure by the Company shall as between the Secretary of State and the Company be allowed unless sanctioned by the Secretary of State.

APPROPRIATION OF EXPENDITURE OF THE COMPANY.

40. Subject to the qualifications contained in the next succeeding section of this Contract expenditure by the Company incurred in relation to the projected railway shall be appropriated to capital or revenue as the case may be on the general principle that capital shall bear the cost of the original construction of the projected railway and the stations station yards offices warehouses houses for employes conveniences and works under the third section of this Contract to be constructed by the Company and also of the original equipment of the projected railway and its said appurtenances with rolling stock plant and machinery and shall also bear the cost of new works additional rolling stock plant and machinery including in such cost the cost of any temporary new work of which the construction is requisite in relation to the construction of a work properly chargeable to capital and that working expenses hereinafter defined and the cost of repairs restorations renewals replacement and substitutions shall be borne by revenue. Such sum as the Secretary of State may allow to be charged in respect of the expenses of and incident to the formation and incorporation of the Company and such amount as the Secretary of State may allow or require to be charged to account of capital in respect of the cost of the management of the Company and the conduct of its affairs prior to the time when the whole of the projected railway shall have been opened for public traffic and the following particulars (that is to say) :—

- (a.) The cost to the Secretary of State as certified by him of all land of which he shall allow the Company to have possession for any purposes of this Contract.
- (b.) The cost to the Secretary of State as certified by him of the said surveys plans works rolling stock plant and machinery respectively mentioned in the sixth section of this Contract and of any such surveys designs and estimates as the Secretary of State may furnish to the Company under the third section of this Contract including in the cost of the said several surveys designs estimates and plans mentioned in this sub-section all costs incurred by the Secretary of State with a view to procuring the same to be made
- (c.) The cost of providing and maintaining a police force in relation to any such part or parts of the projected railway as for the time being shall be under construction or shall not have been opened for public traffic
- (d.) The charges of the Telegraph Department of Her Majesty's Indian Government for rent maintenance and inspection of such electric telegraphs and telegraphic appliances (if any) as the Secretary of State may allow the Company to use in relation to the construction of the projected railway or any part thereof or in relation to any part of the projected railway which shall not for the time being have been opened for public traffic
- (e.) So much as ought pursuant to this Contract from time to time to be charged to account of capital in respect of the half-yearly amount to be charged by the Secretary of State under the provisions hereinafter contained for his supervision audit and control of the affairs of the Company
- (f.) Any amount which the Secretary of State may from time to time require to be charged to account of capital in respect of the cost to him of any of his legal expenses incurred in relation to this Contract or to any matters arising out of this Contract
- (g.) The cost to the Secretary of State as certified by him of works acts and things which shall be executed or done by him under any of the provisions of this Contract provided that the cost thereof if executed or done by the Company would have been expenditure chargeable to account of capital

shall subject nevertheless to the said qualifications contained in the next succeeding section hereof as between the Secretary of State and the Company be admitted and included in the expenditure to be charged to account of capital.

41. The qualifications referred to in the last preceding section of this Contract are these.

- (a.) Any item of expenditure incurred in respect to any part of the projected railway which shall have been opened for public traffic though under the terms of the last preceding section chargeable to account of capital shall from time to time if not exceeding the sum of 1,000 rupees and may from time to time at the absolute discretion of the Secretary of State if exceeding 1,000 rupees but not exceeding 2,000 rupees be charged to account of revenue. Provided nevertheless that the aggregate expenditure charged to account of revenue

under this sub-section shall not in any half-year commencing on a first day of January and terminating on a thirtieth day of June or commencing on a first day of July and terminating on a thirty-first day of December exceed the aggregate amount of a mileage rate calculated at 20 rupees for each mile of the projected railway which for the time being shall have been opened for public traffic and for this purpose so much of the projected railway as at the end of any half-year shall have been opened for public traffic shall be treated as if it had been so opened during the whole of the half-year.

- (b) After the whole of the projected railway shall have been opened for public traffic no portion of the salaries or allowances of any of the Company's permanent supervising staff although for the time being employed partly or wholly in directing or superintending work the expenditure on which is properly chargeable to account of capital shall except with the express sanction of the Secretary of State be treated as chargeable to account of capital.
- (c) After the whole of the projected railway shall have been opened for public traffic no expenses connected with the engagement from England or with the passage from or to England of any person in the Company's service shall be treated as chargeable to account of capital unless such person shall be specially engaged to carry out work the cost of which is expenditure so chargeable and shall be actually employed upon such work.

WORKING EXPENSES.

42. All expenditure incurred by the Company with the sanction of the Secretary of State in or about or in connection with the maintenance management and working of so much of the projected railway as shall for the time being have been opened for public traffic shall be deemed "working expenses." In "working expenses" shall be admitted and included

- (1) All expenditure with the sanction of the Secretary of State incurred by the Company after the opening for public traffic of the whole of the projected railway in the management of the Company and the conduct of its affairs.
- (2) Such proportion of the expenditure last aforesaid incurred subsequently to the time when part of the projected railway shall have been opened for public traffic and prior to the time when the whole thereof shall have been so opened as the mileage for the time being opened for public traffic shall bear to the aggregate mileage under construction and opened for traffic.
- (3) All expenditure incurred by the Company with the sanction of the Secretary of State or by the Secretary of State under the provisions of this Contract in keeping so much of the projected railway as for the time being shall have been opened for public traffic and the stations and other works belonging thereto in good repair and in good working condition and supplied with rolling stock machinery and plant except such part if any of the expenditure mentioned in this sub-section as shall be properly treated as chargeable to account of capital.
- (4) All expenditure incurred by the Company with the sanction of the Secretary of State or by the Secretary of State under the provisions of this Contract in keeping the rolling stock machinery and plant belonging to so much of the projected railway as shall for the time being have been opened for public traffic in good repair and in good working condition.
- (5) All expenditure incurred by the Company with the sanction of the Secretary of State or by the Secretary of State under the provisions of this Contract in the execution of any works of which the cost shall or would if the works were executed by the Company be chargeable to account of revenue
- (6) The cost so far as not under the terms of this Contract to be borne by the Secretary of State as part of the general expenditure of Her Majesty's Indian Government of providing and maintaining a police force in relation to so much of the projected railway as for the time being shall have been opened for public traffic.
- (7) The charges paid by the Company for rent maintenance and inspection of the telegraphs and telegraphic appliances from time to time provided by the Secretary of State under this Contract for the use of the Company in relation to any part of the projected railway which for the time being shall have been opened for public traffic.
- (8) The costs of and incidental to the preparation of the returns and statistics from time to time furnished to the Secretary of State under the provisions hereinafter contained.
- (9) So much as ought pursuant to this Contract from time to time to be charged to account of revenue in respect of the half-yearly amounts to be charged by the Secretary of State under the provisions hereinafter contained for his supervision audit and control of the affairs of the Company.

- (10) All moneys from time to time contributed by the Company with the sanction of the Secretary of State to the purposes of such Provident Institution as hereinafter mentioned which the Secretary of State shall from time to time allow to be included amongst working expenses.
- (11) All such reasonable legal expenses incurred by the Secretary of State or the Company as the Secretary of State shall require or allow to be charged to account of revenue and all such other expenses as the Secretary of State shall require or allow to be treated as working expenses.

AS TO AUDIT AND SETTLEMENT OF CERTAIN POSSIBLE QUESTIONS.

43. The accounts of the Company in relation to its expenditure and receipts in India England and elsewhere shall from time to time be audited on behalf of the Secretary of State by such person or persons as he shall from time to time appoint and the Company shall produce to the auditor or auditors so appointed by the Secretary of State all vouchers books accounts papers and documents of the Company necessary for the purpose of audit and afford to them or him all facilities requisite for the performance of their or his duties. Amongst the functions of the auditor or auditors shall be included the duty of seeing that expenditure is charged and revenue applied in accordance with the provisions of this Contract. If consequent on the audit of any auditor acting on behalf of the Secretary of State the Secretary of State shall require any alterations to be made in the accounts and the Company shall object to the alterations the matter in difference shall be referred for final decision to two persons one to be named by the Secretary of State and the other to be named by the Company and in case such two persons shall be unable to agree then to an umpire to be named by the referees. The necessary costs of any such reference as last aforesaid shall be included in working expenses.

44. If any difference shall arise between the Secretary of State and the Company as to whether any particular item or a portion of any particular item ought or not to be included amongst working expenses or to be charged to account of revenue the matter in difference unless under the terms of this Contract to be solely decided or determined by the Secretary of State shall be referred to the decision of some person jointly appointed by the Secretary of State and the Company and if the Secretary of State and the Company shall not appoint such a person then to the decision of two persons one to be named by the Company and one by the Secretary of State or failing the agreement of such two persons then to the decision of an umpire to be named by such two persons. The costs of any reference under this section shall unless the Secretary of State shall otherwise direct be treated as part of the working expenses.

AS TO THE APPLICATIONS OF CERTAIN OF THE RECEIPTS OF THE COMPANY.

45. Of the moneys to be received by or on behalf of the Company in each half-year during the continuance of this Contract other than any interest payable by the Secretary of State under this Contract such as are pursuant to this Contract to be treated as received on account of revenue shall be applicable as follows (that is to say)

- (1) Primarily in or towards the discharge of the working expenses and other expenditure (if any) chargeable to revenue under this Contract (excepting expenditure for the discharge of which special provision is made in any other sub-section of this section) respectively attributable to the half-year to which the receipts relate.
- (2) Secondly in payment of any such moneys not allowed by the Secretary of State to be included amongst working expenses as shall from time to time be contributed by the Company with the sanction of the Secretary of State to the purposes of such Provident Institution as hereinafter mentioned.
- (3) In the next place in or towards the discharge of such (if any) of the working expenses and other expenditure (if any) chargeable to revenue under this Contract not being of the character excepted in the first sub-section of the present section respectively attributable to any previous half-year or half-years as shall not have been discharged previously.
- (4) In the next place in payment to the Secretary of State so far as the same will extend of the interest due to him under the provisions of the 36th section of this Contract and not previously paid to him.
- (5) In the next place in the repayment to the Secretary of State in rupee currency (calculated at the average rate of exchange which under the 47th section of this Contract would apply at the date of such repayment to the conversion of sterling money not convertible at special rates) of so much of the interest which shall have been paid by the Secretary of State to the Company under the provisions of this Contract as shall be attributable to the half-year.
- (6) If the aggregate of the receipts attributable to the two half-years in any year commencing on a 1st day of January and ending on a 31st day of December and applicable in the manner mentioned in the preceding sub-sections of this section shall exceed the aggregate amount of the payments chargeable thereon respectively under the same sub-sections the surplus arising from such excess

of receipts over payments shall be applied in the first place in the repayment to the Secretary of State in rupee currency calculated at the rate aforesaid of so much if any of the interest mentioned in the last preceding sub-section as shall be attributable to either of the same two half-years and shall not have been repaid to the Secretary of State under that sub-section. And the residue if any of the same surplus shall belong as to three equal fourth parts thereof to the Secretary of State and as to the remaining fourth part thereof to the Company free from all control by the Secretary of State.

- (7) Any moneys which the Company shall be entitled to receive from the Secretary of State under the last preceding sub-section shall be receivable by the Company in India and not elsewhere.

The term "half-year" shall in respect to this section mean the respective periods of six calendar months respectively commencing on the first day of January and the first day of July and respectively ending on the 30th day of June and the 31st day of December. Provided that the intermediate period which shall elapse between the day when any part of the projected railway shall be first opened for public traffic and the 30th day of June or 31st day of December immediately subsequent shall for the purposes of this section be treated as a half-year.

ACCOUNTS.

46. The Company shall keep such accounts in relation to the projected railway and to this Contract as the Secretary of State shall from time to time require and also such accounts as between the Company and the Secretary of State as he shall from time to time require. Complete accounts shall be kept in India in rupee currency—nevertheless accounts shall be kept in England in sterling money of the expenditure and receipts of the Company elsewhere than in India in relation to the projected railway and to this Contract but such accounts shall be incorporated in the Indian accounts of the Company and for that purpose shall be furnished to the Secretary of State for transmission to the Government in India.

47. For the purposes of the incorporation provided for in the last preceding section of this Contract sterling money entered in the accounts kept in England in such section mentioned shall (except in any cases where any particular amounts ought under special provisions of this Contract to be treated as convertible at special rates in which excepted cases the special rates shall be adopted) be converted into rupees at the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the half-year ending either on the 30th day of June or the 31st day of December next preceding the time at which the incorporation is to be effected and so that if the incorporation is to be effected in the first six calendar months of the then current calendar year the half-year shall end on the 31st day of December and if it is to be effected in the last six calendar months of the then current calendar year the half year shall end on the 30th day of June. Provided that if and as often as the Secretary of State shall not have drawn bills on India payable on demand for so much as three calendar months out of any particular half-year ending on a 30th day of June or 31st day of December then any conversion of sterling money into rupees which would or might under this section but for this provision be effected at the average rate obtained by the Secretary of State for bills payable on demand drawn on India during that half-year shall be effected at the average rate obtained during that half-year for the best commercial bills payable on demand drawn in London on India such average rate to be decided by the Comptroller General at Calcutta.

48. Separate accounts shall if required by the Secretary of State be kept by the Company in respect to different sections of the projected railway and all accounts to be kept by the Company under this Contract shall be kept in such form and under such heads or divisions and with such details as the Secretary of State shall from time to time prescribe.

49. Unless and until otherwise directed by the Secretary of State the Company shall keep in relation to the projected railway and this Contract the following accounts (that is to say)—

A Capital Advance Account.

A Capital Account.

A Revenue Account.

A Stores Account.

50. In the said Capital Advance Account shall be entered all moneys supplied by the Secretary of State to the Company to defray expenditure by the Company under this Contract other than that chargeable against Revenue and the moneys so entered shall as expended by the Company in conformity with this Contract be transferred from the Capital Advance Account to the Capital Account the Revenue Account or the Stores Account as shall be proper. The Capital Advance Account shall from time to time as the Secretary of State shall require be made up and submitted to him.

51. In the Capital Account shall be entered all such expenditure of the Company under this Contract as pursuant to this Contract shall be chargeable to account of Capital and also all such of the moneys to be received by or on behalf of the Company as pursuant to this Contract are to be treated as received on account of Capital also the value (to be determined by the Secretary of State) of such land (if any) as shall for the time being have been relinquished by the Company to the Secretary of State under the previous provisions hereof.

52. The Capital Account shall from time to time as the Secretary of State shall require be made up and submitted to him. The Secretary of State may from time to time as he shall see fit audit the Capital Account and correct errors therein.

53. In the Revenue Account shall be entered working expenses and all such expenditure of the Company under this Contract and other items as pursuant to this Contract shall be chargeable to account of Revenue and also all such of the moneys to be received by or on behalf of the Company as under the provisions of this Contract are to be treated as received on account of Revenue. The Revenue Account shall be made up half-yearly to the 30th day of June and the 31st day of December in each year or to such other days as the Secretary of State may from time to time prescribe and shall be regularly submitted by the Company to the Secretary of State who may from time to time as he may think fit audit the same and may in case of error being discovered therein correct the same within three calendar months after the account containing such error shall have been submitted to him. Every Revenue Account shall be considered as settled at the expiration of three calendar months after the time when the same shall have been submitted to the Secretary of State but nevertheless any error which may subsequently be discovered therein shall be corrected in the then next Revenue Account or in any subsequent Revenue Account or Accounts as the Secretary of State may determine.

54. The Company shall from time to time during the continuance of this Contract with all expedition make up and deliver to the Secretary of State an account of all stores respectively in hand on every 30th day of June and 31st day of December or on such other days as the Secretary of State may from time to time name for the purpose and in the account to be so made up from time to time shall be entered all stores which the Company shall for the purposes of fulfilling this Contract have used or which shall have perished or become useless since as regards the first occasion of making up the account the date of this Contract and since as regards each other occasion of making up the account the date to which the account shall have been last previously made up showing in the account the purposes to which the stores which shall have been used shall have been applied. As often as any of the stores in hand shall be used by the Company for the purposes of fulfilling this Contract or shall perish or become useless the value as entered in the books of the Company of the stores so used perished or become useless shall be charged to account of Capital or to account of Revenue as shall be proper. The Stores Account shall besides being made up periodically as above mentioned be made up and balanced from time to time upon the requisition of the Secretary of State.

55. The valuations from time to time in the Stores Account of stores in hand shall at such time or times as the Secretary of State shall direct be revised in such manner as shall from time to time be agreed upon between the Secretary of State and the Company and the Stores Account shall from time to time be corrected so as to accord with the revised valuations and thereupon corresponding adjustments shall be effected in the Capital or Revenue Account by making entries therein either to debit or credit as requisite. Provided that such a revised valuation shall be made as soon as the whole of the projected railway shall have been opened for public traffic and that in respect of any subsequent valuation all such adjustments shall be made in the Revenue Account alone.

AS TO OWNERSHIP OF PROJECTED RAILWAY, &c.

56. Subject to the provisions of this Contract all land of which the Secretary of State shall allow the Company to have possession for any of the purposes of this Contract and everything to be constructed thereon and all rails plant machinery rolling stock stores fixtures and implements of every description acquired by the Company for the purpose of constructing maintaining equipping keeping up the equipment of or working the projected railway or any part thereof or any stations station yards offices warehouses houses for employes or works upon any land of which the Secretary of State shall so allow the Company to have possession as aforesaid and generally all property whether real or personal and things and whether in England India or elsewhere which shall be or have been acquired paid for or constructed by the Company with money supplied to the Company by the Secretary of State under the 36th section of this Contract are hereby declared to be respectively the property of the Secretary of State but subject to the user and enjoyment thereof during the continuance of this Contract.

AS TO POSSIBLE EXTENSION TO KATNI AND TRANSFER TO COMPANY OF SINDIA RAILWAY.

57. The Secretary of State may at any time during the continuance of this Contract require the Company subject to terms as to the provision of capital being then agreed upon to extend as far as the East Indian Railway at or near Katni the branch line of railway hereinbefore provided to be constructed to Sangor and as from the time when the Secretary of State shall under this section have required the Company to effect the said extension this Contract shall subject only to the provisions contained in this section be read and take effect as if in

the 3rd Section of this Contract had been contained a stipulation for the construction of a branch line of railway from Saugor to the East Indian Railway at or near Katni and as if the expression "the projected railway" had been in the 1st Section of this Contract interpreted to mean and include the said extension as well as the line of railway and several branch lines of railway respectively mentioned in the 3rd Section of this Contract. Provided that nothing in this section contained shall unless or until the Secretary of State shall require the Company to effect the said extension prevent any provision of this Contract from taking effect in the same manner and to the same extent as it would have done had this present section not been introduced into this Contract.

58 On the opening for public traffic of the projected railway between Jhansi and Gwalior if the Company shall then so require the Secretary of State shall subject to the conditions hereinafter contained transfer to the Company to be maintained and worked by it the line of railway between Gwalior and Agra known as and herein called the Sindia Railway together with all the appurtenances thereof belonging to the Secretary of State and thereafter this Contract shall be read and take effect as if in the 3rd Section thereof had been contained a stipulation for the construction of a line of railway between Gwalior and Agra and as if the expression "the projected railway" had been in the 1st Section of this Contract interpreted to mean and include the line of railway to be constructed in accordance with such stipulation as well as the line of railway and several branch lines respectively mentioned in the said 3rd Section and as if the Sindia Railway had been constructed in accordance with such stipulation. Provided always that before such transfer of the Sindia Railway shall be made the Company shall have first paid into the Bank of England to the credit of the Secretary of State independently of the sums of £3,000,000 and £3,000,000 respectively payable by the Company under the 32nd and 34th Sections of this Contract and of all other sums if any payable to the Secretary of State by the Company such a sum not exceeding £800,000 as the Secretary of State shall fix as the fair equivalent of the capital outlay on the Sindia Railway which last mentioned sum shall be raised and paid by the Company in the same manner and when paid shall be subject to the same conditions and carry interest in the same way as if it had formed part of the sum of £3,000,000 payable by the Company under the 34th Section of this Contract.

AS TO POSSIBLE LEASES OF CERTAIN LINES.

59. If the Secretary of State shall deem it desirable in the public interest that the Company having constructed the projected railway or part thereof shall work the line of railway known as the Bhopal State Railway he will at the request of the Company on the Company entering into a further contract with him in such terms as he shall require and relative to any such matters as he shall determine shall be embraced in such Contract do as follows (that is to say)

- (a) Co-operate with the Company to such extent and in such manner as he shall see fit in endeavouring to obtain the grant to it of a working lease for such period or periods and on such conditions as he shall approve of the line of railway last aforesaid and its appurtenances and equipment.
- (b) If such working lease shall be granted to the Company grant to the Company for such period or periods and on such conditions as he shall prescribe a working lease of the line of railway connecting the Bhopal State Railway with the system of railways worked by the Great Indian Peninsula Railway Company and of the appurtenances and equipment of the connecting line of railway mentioned in this sub-section.

Each of the leases mentioned in this section shall contain a proviso under which it shall be absolutely terminated on the termination of this Contract under any provision herein contained.

AS TO ASSISTING THE COMPANY TO MAKE JUNCTIONS WITH AND TO OBTAIN RUNNING POWERS OVER OTHER RAILWAYS.

60. The Secretary of State will so far as he may from time to time consider it desirable with a view to public convenience that any junction should be formed between the projected railway and any other railway and that such junction should be effected by the Company endeavour from time to time to obtain for the Company on reasonable terms powers to form any junction between the projected railway and any other railway and will so far as he may from time to time consider it desirable with a view to the public convenience that the Company should in continuation of the service of trains on the projected railway run trains on any other railway endeavour to obtain for the Company on reasonable terms and conditions power to do so. If and as often as the Company intend to form between the projected railway and any other railway any junction which the Secretary of State shall have sanctioned to be made by the Company the Company shall signify to the Secretary of State its intention to form the junction and this Contract shall thenceforth be read and take effect as if every such junction were a part of the main line of railway or of one of the branch lines of railway respectively mentioned in the 3rd Section of this Contract but no junction shall be considered

part of the projected railway so as to give rise at any time to any question whether the whole of the projected railway shall or shall not have been opened for public traffic.

AS TO RUNNING POWERS AND OTHER FACILITIES AND ACCOMMODATION FOR OTHER RAILWAYS.

61. The Company shall from time to time upon the requisition of the Secretary of State allow the use of the projected railway or any part or parts thereof for the passage of engines and trains from or to other railways of the 5 feet 6 inch gauge upon the payment of reasonable tolls and under reasonable conditions and restrictions.

62. The Company shall from time to time upon the requisition of the Secretary of State allow upon reasonable terms and conditions the use for other railways of any such rolling stock appropriated or belonging to the projected railway as shall not for the time being be required for the purposes of any part of the projected railway or for any other operations of the Company under this Contract.

63. The Company shall from time to time upon the requisition of the Secretary of State execute work in its workshops at reasonable prices and on reasonable terms in respect of rolling stock and machinery belonging to railways belonging to Her Majesty's Indian Government but so nevertheless as not to impede or unduly interfere with the ordinary operations of the Company as carried on in the said workshops.

64. The Company shall from time to time upon the requisition of the Secretary of State make reasonable arrangements for the interchange of traffic and rolling stock and for through-booking between the projected railway and other railways and the Secretary of State shall to the extent of his powers require the managers of such other railways to co-operate in making similar arrangements on the requisition of the Company.

65. The Company shall from time to time upon the requisition of the Secretary of State allow the use of any of the stations belonging to the projected railway for the accommodation of the traffic of any other railway upon the payment of reasonable tolls and under reasonable conditions and restrictions and also upon reasonable terms make such alterations and additions as may in the opinion of the Secretary of State be necessary or convenient for the purposes of such accommodation.

66. The Company shall from time to time upon the requisition of the Secretary of State allow any junction to be formed between the projected railway and any other railway on reasonable terms and conditions.

67. The Company shall comply with all regulations from time to time prescribed by the Secretary of State for clearing through traffic with other railways.

AS TO TOLLS FOR USE OF BRIDGES.

68. If the Company shall with the approval of the Secretary of State provide on any of the bridges on the projected railway ways or roads for public use by persons on foot or on horseback or in carriages or for any other purposes of traffic for which ordinary highways are commonly used the Company shall during the continuance of this Contract have the right to charge according to tariffs to be arranged between the Secretary of State and the Company tolls for the user of such ways or roads by the public.

THE COMPANY TO COMPLY WITH THE REQUIREMENTS OF THE SECRETARY OF STATE.

69. The Company shall with all reasonable speed comply with all such requirements as the Secretary of State shall from time to time make in accordance with this Contract.

AS TO THE SUPERVISION AND CONTROL OF THE SECRETARY OF STATE AND THE APPOINTMENT OF A GOVERNMENT DIRECTOR, &c.

70. In all matters not herein specially provided for relating to the fulfilment and performance by the Company of this Contract so far as to be fulfilled or performed by the Company the Company and its affairs shall be subject to the supervision audit and control of the Secretary of State. The Secretary of State shall be entitled to make a charge half-yearly for his supervision audit and control of the affairs of the Company. The said half-yearly charge shall be a mileage rate not exceeding in any case 40 rupees for every mile of the projected railway so far as for the time being either constructed or under construction. The half-yearly charge to be made by the Secretary of State under this section shall be charged to account of capital so far as made prior to the opening for public traffic of any part of the projected railway and as from the time when any part of the projected railway shall have been opened for public traffic until the whole thereof shall have been so opened the half-yearly charge under this section shall from time to time be apportioned between Revenue and Capital in such manner as that so much of the half-yearly charge as bears the same proportion to the entirety thereof as the length of railway opened for public traffic at the time when the half-yearly charge is made bears to the whole length of railway on which the same charge is to be calculated shall be charged to account of Revenue and that the residue thereof shall be charged to account of Capital. As from the time when the whole of the projected railway shall have been opened for public traffic the half-yearly charge to be made by the Secretary of State under this section shall be charged to account of Revenue exclusively.

71. For the purpose of inspecting the projected railway and the works thereof either whilst under construction or subsequently and the stations rolling stock plant machinery and stores belonging thereto and the electric telegraphs and telegraphic appliances for the time being provided under this Contract for the use of the Company and for the purpose of auditing the accounts of the Company or otherwise exercising such supervision and control as are intended to be reserved to the Secretary of State by this Contract the Secretary of State may from time to time appoint such person or persons as he may think proper with such powers as he may consider necessary or expedient and the Company shall afford every person so appointed all reasonable facilities for the purpose of enabling him to perform the duties entrusted to him by the Secretary of State.

72. The Company shall record and keep in proper books full and particular accounts of all its transactions and proceedings including full and true minutes of all its meetings meetings of Directors communications with India and correspondence so as at all times to exhibit fully and truly the state of its affairs and the Secretary of State or any person or persons appointed by him in that behalf shall at all reasonable times have free access to all the books accounts papers and documents of the Company relating to the projected railway with power to call for and make copies of or extracts from the same. The cost of making all such copies and extracts shall be defrayed by the Company and either charged to Revenue or Capital exclusively or apportioned between Revenue and Capital as the Secretary of State shall direct.

73. The Secretary of State may from time to time appoint any one person to be a Director of the Company. The Government Director shall be ex-officio a member of all Committees appointed by the Board of Directors of the Company or by the Company in relation to the projected railway or any matter connected therewith and shall have power to exercise at his discretion an absolute veto in all proceedings whatever at the Board of Directors. The Government Director shall not be removeable except by the Secretary of State and may act by a deputy appointed by the Secretary of State.

MISCELLANEOUS PROVISIONS.

74. The Company shall not during the continuance of this Contract without the sanction of the Secretary of State in writing first obtained engage in or carry on any business other than the business provided by this Contract to be carried on by the Company.

75. The Company shall not at any time during the continuance of this Contract without the sanction of the Secretary of State first obtained in writing at any time increase its Share Capital.

76. The total indebtedness of the Company in respect of borrowed capital shall not at any time exceed the amount of share capital then paid up and paid into the Bank of England under the 32nd and 58th Section of this Contract except during any period in regard to which the Secretary of State may sanction the indebtedness of the Company in respect of borrowed capital being of any larger specified amount in which case the specified amount shall not be exceeded during the period. The restrictions imposed by the preceding portion of this section shall not preclude the Company from borrowing money for the *bonâ fide* purpose of discharging previously existing indebtedness of the Company in respect of borrowed capital to an amount equal to the extent of the money so borrowed provided the money borrowed be *bonâ fide* applied to the purpose last aforesaid as to which however no person lending or advancing money to the Company shall be concerned to see. No money shall without the previous sanction of the Secretary of State be borrowed by the Company at a discount or at a premium or on terms of the Company paying to the lender a larger capital sum than that actually borrowed from him by the Company. The Company shall not without the sanction of the Secretary of State pay interest at a rate higher than $3\frac{1}{2}$ per cent. per annum on any moneys borrowed by or owing from it but this stipulation shall not necessitate the sanction of the Secretary of State to the payment of interest by the Company at any reasonable rate on any sums which the Company may borrow for *bonâ fide* temporary purposes.

77. The Company shall not alter vary or add to its Articles of Association during the continuance of this Contract in such a way as to affect or prejudice the operation thereof without the sanction of the Secretary of State.

78. The Company shall not acquire either absolutely or for any limited estate or interest any land situate in territory not directly governed by Her Majesty or Her Majesty's Indian Government or any rights or easements in or over or in respect of any land so situate. The expression "land" as regards the operation of this section includes mines minerals buildings easements in or over lands and generally all hereditaments of every description and of whatever nature or tenure whether corporeal or incorporeal. This section shall not apply to any such interest in land as shall be acquired by the Company under the provisions or powers of this Contract.

79. No communication or negotiation of any description or in respect to any matter shall unless with the sanction and under the supervision of the Secretary of State be made or conducted by or on behalf of the Company to or with the Government of any tributary or foreign state or with any officials of any such Government.

80. No claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the projected railway or the profits thereof of any Act of Her Majesty's Indian Legislature of general applicability for the time being in force and the Company and the projected railway and its equipment shall be subject to the provisions of every such Act as last aforesaid and no claim shall be made upon the Secretary of State by the Company for compensation in respect of the prejudicial effect upon the projected railway or the profits thereof any treaty convention or agreement for the time being in force between the Secretary of State and the Government of any tributary or foreign state although such treaty convention or agreement may not be of general applicability and the Company and the projected railway and its equipment shall be subject to the provisions of every such treaty convention or agreement as mentioned in this section.

81. The Company shall from time to time prepare and furnish to the Secretary of State such returns and statistics as to traffic and otherwise as the Secretary of State may from time to time require and such returns and statistics shall be prepared in such form and under such heads and divisions and with such details as the Secretary of State shall from time to time prescribe.

82. The Secretary of State shall promote the passing by Her Majesty's Legislature in India of any Act or Acts which may be required to enable the Company to carry into effect this Contract.

83. The Company may and if required by the Secretary of State so to do shall at any time or times after the opening for public traffic of any part of the projected railway establish on terms to be approved by the Secretary of State both or either of the following institutions (that is to say) a Provident Institution for the benefit of servants of the Company and a Savings Bank for the like purpose and thenceforth maintain and manage the institutions or institution so established under rules and regulations to be approved by the Secretary of State and which rules and regulations shall be subject to be varied from time to time as he shall approve. Every contribution made by the Company with the sanction of the Secretary of State to the purposes of either of the two institutions mentioned in this section shall be chargeable to account of Revenue.

84. After the whole of the projected railway shall have been opened for public traffic the Company shall upon the requisition of the Secretary of State establish and thenceforth maintain out of contributions from Revenue and on terms to be agreed upon between the Secretary of State and the Company reserve funds for the purposes of insuring property whether appropriated to the projected railway or in the custody of the Company as carriers of passengers and goods or in any other capacity against damage by fire and of making good deteriorations of permanent way and rolling stock. No part of any reserve funds for the time being subsisting shall be applied to any purpose without the sanction of the Secretary of State. For the purposes of this section the whole of the projected railway shall be deemed to have been opened for public traffic when and so soon as the line of railway and several branch lines of railway respectively mentioned in the 3rd Section of this Contract shall have been so opened unless the Secretary of State shall prior to the opening for public traffic of the same line of railway or some or one of the same several branch lines of railway have arranged terms with the Company to effect the aforesaid extension in which case the whole of the projected railway shall not for the purposes of this section be deemed to have been opened for public traffic unless and until the said extension shall have been so opened.

85. Any notice determination decision direction requirement requisition appointment certificate or expression of opinion approval or sanction to be given or signified on the part of the Secretary of State for any of the purposes of or in relation to this Contract or any of the powers or provisions herein contained shall be sufficient and binding if in writing signed by the Secretary of State or one of his Under-Secretaries or his Assistant Under-Secretary or by a Secretary of Her Majesty's Indian Government or by any other officer or servant authorised to act on behalf of the Secretary of State in respect of the matters to which the same shall relate and the Secretary of State shall not in any case be bound in respect of any of the matters aforesaid unless by some writing signed in the manner before mentioned in this section.

86. The Company shall at all times during the continuance of this Contract keep an office established at some place in India to be determined from time to time by the Secretary of State and shall keep at the said office an authorised Agent or Committee of Agency with whom the Secretary of State and Her Majesty's Indian Government or any officer or officers deputed on behalf of the Secretary of State or Her Majesty's Indian Government may communicate on affairs concerning this Contract and the duties and liabilities of the parties hereto under this Contract and to whom the Secretary of State and Her Majesty's Indian Government and such officer or officers as last aforesaid may respectively pay moneys for the use or on behalf of the Company and all drafts drawn and receipts given by the said Agent or Committee of Agency or under his or their authority on behalf of the Company in relation to this Contract or to any payment made or matter arising under or out of or by virtue of this Contract shall be binding on the Company and every notice to be given to the Company (save any notice with respect to the termination of this Contract under the subsequent provisions hereof) shall be sufficiently given if left at the said office or personally served on the said Agent or any member of the said Committee of Agency.

87. The Company shall not in respect of the performance or fulfilment by it of its duties and obligations under this Contract be entitled by any implication of law to remuneration as for services rendered by it to the Secretary of State.

AS TO TERMINATION OF THE CONTRACT AND PROVISIONS TO COME INTO EFFECT THEREON.

88. The Secretary of State may if this Contract shall not have been previously terminated terminate the same either on the 31st day of December 1910 or on the 31st day of December of any succeeding tenth year by giving to the Company in England not less than 12 calendar months' previous notice in writing of the termination of this Contract. The Secretary of State may also if default shall be made by the Company in duly paying any sum or sums payable by the Company under the 32nd or the 34th Section of this Contract or in the construction and completion in conformity with this Contract of the projected railway or any part thereof or any of the stations or other works thereof or in the due equipment pursuant to this Contract of the projected railway or any part thereof with rolling stock machinery or plant or in case there shall be any breach on the part of the Company (whether by act omission or default) of any of the stipulations or provisions of this Contract or in case at any time after the whole of the projected railway shall have been opened for public traffic the projected railway or any part thereof shall in the opinion of the Secretary of State be in course of gross mismanagement by the Company or be worked at a loss as shown by the Revenue Account and have been so worked for not less than three half-years continuously down to the time at which the Secretary of State shall give to the Company the stipulated notice of termination under this present power terminate this Contract by giving to the Company in England six calendar months' previous notice in writing of the termination of this Contract.

89. Upon the day on which this Contract shall be terminated under the 8th or 88th Section hereof the Company shall relinquish to the Secretary of State all land of which he shall have allowed the Company possession under or for the purposes of this Contract (except such lands as may previously have been relinquished to him or sold with his sanction) together (by way of inclusion not of exception) with the stations station yards offices warehouses houses for employes conveniences rails machinery fixtures and plant then erected or being on the land to be relinquished under this section or in anywise belonging to the projected railway or any part thereof and also deliver to the Secretary of State possession of any office in England of the Company and also relinquish or deliver to the Secretary of State all rolling stock moveable machinery plant and articles belonging or appropriated either as regards purposes of construction or working or otherwise to the projected railway or any part thereof or any of the works or adjuncts thereof and the then existing stock of stores appropriated whether for the purposes of construction working or otherwise to the projected railway or to any of the works or adjuncts thereof or to the equipment thereof and all plans books surveys sections printings writings and documents whatsoever in anywise connected with or with the construction or maintenance of the projected railway or any part thereof or any of the works or adjuncts thereof and any electric telegraphs telegraphic appliances and other property belonging to the Secretary of State and then in the possession of the Company in reference to this Contract including all furniture and tenant's fixtures appropriated to the office in England of the Company and generally all property whether real or personal and whether in England or India or elsewhere then in the possession or power of the Company which shall be or have been acquired or paid for by or with money supplied to the Company by the Secretary of State under the 36th Section of this Contract. The Company shall also on the day on which this Contract shall be terminated refund to the Secretary of State all such of the moneys previously supplied by him to the Company under the 36th Section of this Contract as shall then remain unexpended and make over to the Secretary of State any reserve fund then existing under this Contract subject to any terms which may have been agreed upon under the 84th Section hereof. The Company shall at the cost of the Secretary of State execute or procure to be executed any such assurances as he shall reasonably require to be executed for the purpose of giving full effect to the previous provisions of this section.

90. The Secretary of State shall be entitled to the benefit of and shall indemnify the Company against all such contracts entered into with his sanction by the Company for the supply of rails rolling stock machinery stores or other articles in relation to the projected railway or for the execution of any work in relation to the projected railway or the equipment thereof as shall be subsisting at the time of the expiration or termination of this Contract.

91. The termination of this Contract shall not prejudice the rights of either of the parties hereto as against the other of the parties hereto in respect of any covenant herein contained which may be broken prior to the termination hereof or which may continue or be in force after such termination.

92. Upon the relinquishment delivery of possession delivery payment or making over to the Secretary of State by the Company in conformity with the 89th Section of this Contract of all the particulars and property therein respectively provided to be relinquished delivered possession of delivered refunded or made over by the Company the Secretary of State shall become bound to indemnify the Company its property and effects against all such debts and liabilities (if any) as it may have incurred with the sanction of the Secretary of State and as shall be then subsisting.

93. If this Contract shall be terminated under any previous provision hereof then at the time when the same shall so terminate the Secretary of State shall out of the revenues of India pay to the Company in London an amount equal to so much of the sum of £3,000,000 mentioned in

the 32nd Section of this Contract as shall have been paid or satisfied by the Company in conformity with this Contract and also so much of the aggregate of such sums of money if any as shall have been paid by the Company into the Bank of England to the credit of the Secretary of State under the powers or provisions of the 34th or 58th Sections of this Contract as shall be represented by share capital. Provided nevertheless that the Company shall not be entitled under this section to receive any money unless or until it shall in substance have performed and discharged its duties and obligations under the 89th Section of this Contract.

ARBITRATION.

94. If any dispute question or controversy shall at any time arise between the Secretary of State and the Company touching this Contract or any section clause or thing herein contained or the construction hereof or any matter connected with this Contract or the operation of the same or the rights duties or liabilities of either party in relation to the premises then and in every such case the matter in difference shall unless in this Contract special provision shall otherwise have been made for the settlement or determination thereof be referred to two Arbitrators or their Umpire pursuant to and so as with regard to the mode and consequences of the reference and in all other respects to conform to the provisions in that behalf contained in the Common Law Procedure Act 1854 or any subsisting statutory modification thereof and upon every such reference the Arbitrators and Umpire shall respectively have power to examine witnesses upon oath or affirmation and either to fix settle and determine the amount of costs of the reference and award respectively or incidental thereto to be paid by both parties or by either party or to direct the same to be taxed either as between solicitor and client or otherwise and to direct and award where and by and to whom such costs shall be paid and every or any such reference may be made a rule of Her Majesty's High Court of Justice or any of Her Majesty's High Courts of Judicature in India on the application of the Secretary of State or of the Company and either the Secretary of State or the Company may instruct counsel to consent thereto for the other party.

IN WITNESS WHEREOF Colonel Henry Yule C.B. and General Charles John Foster C.B. being two Members of the Council of India have hereunto set their hands and seals and the Indian Midland Railway Company have hereunto caused their Common Seal to be affixed the day and year first above written.

APPENDIX J.

This Indenture made the 22nd day of February 1886 between THE SECRETARY OF STATE IN COUNCIL OF INDIA (hereinafter called "the Secretary of State") of the one part and THE BENGAL AND NORTH WESTERN RAILWAY COMPANY LIMITED (hereinafter called "the Company") of the other part and supplemental to an Indenture (hereinafter called "the principal Contract") dated the 12th day of December 1882 and made between the Secretary of State of the one part and the Company of the other part being a Contract relative to the construction and working by the Company of a line of Railway with branches in the Province of Bengal in India WHEREAS the parties hereto have determined to modify the principal Contract in the manner and to the extent hereinafter specified NOW THIS INDENTURE WITNESSETH AND IT IS HEREBY AGREED AND DECLARED as follows :—

1. The concluding part of the first section of the principal Contract from the words "but shall not include" down to the end of the section shall be altered by omitting the words "not receivable by the Secretary of State under Section 39 of this Contract and" and shall accordingly be read and be as follows (that is to say) : "but shall not include moneys derived from the investment or other employment by the Company of the earnings of the Company not distributed by way of dividend among the shareholders."

2. Section 3 of the principal Contract but so far only as regards the description therein of the line of railway to be constructed shall be altered so as to read as follows : "A line of Railway from Sonapore near Patna in the Province of Bengal to Baraich in Oude and from there to a point on the Nepaul Frontier near Nepalganj with a branch *via* Ghazipur to Benares a branch to Nawábganj and a branch from Gorakhpur to Úska (which line of railway and branches are hereinafter collectively called 'the said Railway')." Nevertheless the Company shall not be required to proceed with the construction of the branch *via* Ghazipur to Benares until such time as the Secretary of State shall have given the Company in London six months' notice in writing calling upon and requiring the Company to construct the same but the Secretary of State shall not give any such notice earlier than the 1st January 1888. The Company may during the original construction of such branch whenever the same may take place if authorized so to do by the constitution of the Company pay out of Capital any sums by way of interest on the Capital (either share or borrowed Capital) *bona fide* called and paid up or raised for the purposes of such branch subject to the provisions of Sections 40 and 41 of the principal Contract not amounting together with any net interim earnings from such branch to more than 4 per cent. per annum on such Capital and the interest so paid out of Capital may be charged to Capital Account as part of the original cost of construction of such branch.

3. Section 39 of the principal Contract shall be wholly cancelled except so far only as it may be necessary to refer thereto for the purposes of Section 57 as hereinafter altered.

4. Section 57 of the principal Contract shall be read and be as follows (that is to say) "In case this Contract shall terminate by notice of purchase the Secretary of State shall within four calendar months from the time at which this Contract shall terminate pay to the Company in London out of the Revenues of India a sum of money equal to twenty-five times the excess of the average yearly amount of the earnings of the Company during the five years immediately preceding the time at which this Contract shall terminate over the average aggregate sum to which the working expenses of the Company and share of surplus (if any) belonging to the Secretary of State under the 5th sub-section of the 39th Section of this Contract amount yearly during the same five years and for the purpose only of estimating the amount so to be paid but not further or otherwise it shall be assumed that the 39th Section of the principal Contract had been in actual operation during such five years and that the Secretary of State had during the same five years been entitled to receive and had received the benefits originally intended to be secured to him by the 5th sub-section thereof." And the references in Section 58 of the principal Contract to the 57th Section thereof shall be construed as referring to the last mentioned section as hereby altered.

5. Notwithstanding the provisions of the principal Contract the Company may for one year from the date of opening the respective portions of the Company's Lines for public traffic charge to Capital Account any expenditure properly incurred in such year in maintaining such lines respectively and the fixed plant and works belonging thereto in good repair and in good working condition and may also include in the expenditure to be so charged to Capital Account the cost which it shall properly incur in providing during such year for the due and effective supervision of the state of repair of the said lines respectively and the said plant and works. PROVIDED ALWAYS that no expenditure hereby authorised to be charged to Capital Account and which shall increase the amount that the Company but for this section would

have been entitled under the principal Contract to charge to Capital Account as part of the original cost of construction shall for the purpose of calculating the value of any property under Section 59 of the principal Contract be deemed to form part of the original cost of such property within the meaning of that section.

IN WITNESS whereof Colonel Henry Yule C.B. and the Honorable Sir Ashley Eden K.C.S.I. C.I.E. being two Members of the Council of India have hereunto set their hands and seals and the Bengal and North Western Railway Company Limited have hereunto caused their common seal to be affixed the day and year first above written.

